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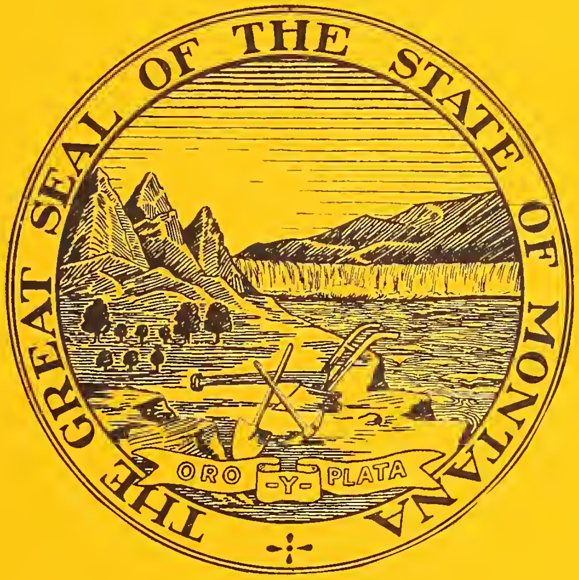
1966 -- 1968

MONTANA HIGHWAY COMMISSION

HELENA, MONTANA



FISCAL PERIOD

JULY 1, 1966 TO JUNE 30, 1968

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TIM BABCOCK
GOVERNOR

MONTANA HIGHWAY COMMISSION

HELENA MONTANA 59601

LEWIS M. CHITTIM
STATE HIGHWAY ENGINEER

IN REPLY REFER TO:

November 1, 1968

The Honorable Tim Babcock
Governor of Montana, and
The Legislative Assembly
of the State of Montana

Greetings:

Pursuant to the provisions of Section 2, Chapter 98, Session Laws of Montana, 1959 we have the honor to submit to you our biennial report covering the fiscal period beginning July 1, 1966 and ending June 30, 1968.

Respectfully submitted,

STATE HIGHWAY COMMISSION

By Alex Blewett
Alex Blewett, Chairman

ALEX BLEWETT, CHAIRMAN
GREAT FALLS

JOSEPH M. NASS, VICE CHAIRMAN
POPLAR

JOHN J. LEARY
KALISPELL

ARNOLD M. SWANSON
BOZEMAN

DALLAS W. VAN DELINDER
BILLINGS

JOHN D. WHEELER, SECRETARY
HELENA

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BIENNIAL REPORT

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OBSERVATIONS OF THE STATE HIGHWAY ENGINEER

NEW DEVELOPMENTS

STATE

Several new developments occurred during the past biennium within the organizational structure of the State Highway Commission:

1. A new State Highway Engineer was appointed effective March 1, 1967 with an acting title until September 1, 1967 when the title became official.
2. Mr. John J. Leary of Kalispell was appointed as Commissioner from District No. 1, effective June 1, 1967, to replace Mr. Stanley N. Halvorson of the same city who had served since February 1, 1955.
3. The Highway Department was reorganized into three separate branches of Administration, Engineering and Operations to be headed by Assistant State Highway Engineers in each branch.
4. A sixth field district office was created with headquarters at Lewistown.
5. The Preconstruction Division at Helena Headquarters was reorganized to streamline its operations and to provide better coordination of activities.
6. Jurisdiction over field right of way employees was transferred to Helena headquarters.
7. New positions of Field Maintenance Supervisors were established to release professional engineering personnel for construction activities.

Major efforts were made to increase the activity in the fields of preconstruction engineering and right of way acquisition so that more projects could be made ready for construction contract award. These efforts were counteracted to a considerable extent by a Federal directive which severely limited the amount of Federal money that could be obligated. Although construction is limited until the Federal freeze is removed, efforts continue to be concentrated on completing preconstruction engineering on as many projects as possible to that the right of way acquisition and construction phases can be undertaken as soon as the Federal fund limitations are eliminated.

FEDERAL

During August of 1968, the Federal Aid Highway Act of 1968 was passed which will have a great influence on future highway construction throughout the nation and especially in the State of Montana.

Original standards for construction of the interstate system specified that about one-half of the mileage in Montana be constructed to two-lane standards because of the relatively light traffic volumes served. This provision was later modified to require that all of the interstate system throughout the nation be constructed to four-lane standards. This meant that the two-lane projects which were being designed would have to be re-designed to four-lane standards and additional two-lane sections would have to be constructed adjacent to the sections which had already been constructed to two-lane standards.

The need for additional money to accomplish this change was recognized in the Federal Highway Act of 1968 which increased the apportionments of Federal Aid for the interstate system in Montana from $38,425,600 in fiscal year 1969 to $74,513,000 in fiscal year 1970 and subsequent years.

The 1968 Act also increased Federal Aid apportionments to Montana for the Primary, Secondary and Urban funds from $14,298,256 in fiscal year 1969 to $18,527,000 in fiscal years 1970 and 1971, with the possibility that Federal Aid for these funds will be increased even more in years beyond 1971.

The total Federal Aid was increased from $52,723,856 in fiscal year 1969 to $93,040,000 in fiscal year 1970 and subsequent years, or an overall increase of 76% in Federal funds. Equivalent state matching funds required were increased from $14,625 in fiscal year 1969 to $21,335,000 in fiscal year 1970 and subsequent years. This amounts to a 46% increase in state matching funds required for the fiscal years involved.

Other new developments under the 1968 Act include:

1. The completion date for the interstate system was extended from 1972 to 1974.
2. A functional highway classification study must be made of all state highways, county roads and city streets in Montana to classify the facilities as arterials, collectors and local service components. The study, which must be completed during 1969, will also involve estimates of the costs involved in bringing the facilities to acceptable standards. It is contemplated that future Federal Aid will be apportioned to each state in proportion to the needs developed in the estimates.
3. All contractors bidding or working on projects involving Federal funds must conform to Federal regulations regarding the Equal Employment Opportunity Program and payment of prevailing wages.
4. An extensive inspection must be made of all bridges in the state to assure that they are in safe condition.
5. Additional payments must be made to persons being displaced by highway construction to assure that such persons can locate replacement housing meeting acceptable standards.

OUTLOOK

The State Highway Commission faces a formidable task in increasing its forces and activities in order to meet the challenges resulting from the expanded highway program as provided by the Federal Aid Highway Act of 1968. This program will provide a long-needed opportunity to improve the highways, roads and streets throughout the state. The expenditures involved will also provide a major stimulus to the economy of the state which will be shared in by contractors, labor and equipment and material suppliers. As has always been the case with highway improvement, the benefits to the traveling public will greatly exceed the costs involved.

It is estimated that $3,800,000 per year in new state highway revenue will be required in order to permit the matching of the increased Federal Aid under the 1968 Act. The $3,800,000 in state funds will match $32,800,000 in Federal funds, so the state must provide only about $ .10 to receive $1.00 in new highway construction.

As new Interstate highway are completed, there will be a corresponding increase in maintenance costs. Four-lane highways are about three times as wide as the highways which they replace. Also the new Interstate highways have many additional features such as more elaborate signing, striping, guard rails and landscaping which add to the cost per mile for maintenance.

Many of the existing highways which are replaced by new Interstate highways will have sufficient traffic remaining that their retention on the state highway systems will be justified. Consequently, the cost of maintaining the new Interstate highways will be mostly in addition to the costs of maintaining the existing highways.

The State Highway Commission has written agreements to maintain certain arterial Secondary System highways when they are completed to oiled standards, and the cost of maintaining such highways will also add to the existing maintenance responsibility and costs of the State Highway Commission.

As the highway activities have increased over the past years, the need for space has outgrown available facilities in the main highway building, so it has been necessary to locate the Planning Survey Section, Gross Vehicle Weight Section, Materials Division, Highway Shops, Highway Patrol, Advertising Division and portions of the Communications Section and Data Processing Section in other buildings located away from the main building.

Although the 1967 Legislature appropriated money for another building, it was found that the money was not sufficient to construct a building with fundations suitable to accommodate the heavy equipment of the Materials Division. Consequently, it has been recommended that the existing main highway building be utilized by other state agencies and that a new highway complex be constructed elsewhere in the Helena area where all highway offices and other facilities may be centralized.

The need for the new building will also increase as the size of the present staff expands to meet the requirements under the enlarged highway program.

Federal legislation requires that junkyards and advertising devices be controlled adjacent to Interstate and Primary highways. There is also a requirement that the state take necessary action to comply with the Federal Highway Safety Act. Failure to comply with each of the Federal programs will result in a loss of 10% of the Federal Aid apportioned to the state for each year until compliance is effected.

The 1967 Legislature enacted certain bills in all three fields of Advertising Control, Junkyard Control and Highway Safety; they do not comply fully with Federal requirements, and additional action must be taken in these fields if the possibility of losing a substantial amount of Federal Aid is to be eliminated.

SUMMARY OF SURFACE TYPES - FEDERAL AID PRIMARY SYSTEM

NET CONSTRUCTED LENGTH - BY COUNTIES

	PRIMITIVE		GRADED & DRAINED		GRAVEL	BIT. SURF. TR.		ROAD MIX				PLANT MIX				BIT. CONCRETE		P.C. CONCRETE		COMBIN.			
	A		C		E	F		G-1 UNDER 7"		G-2 7" & OVER		G-1 UNDER 7"		G-2 7" & OVER		I		J		M			
COUNTY	RURAL	MUNIC.	RURAL	MUNIC.	MUNIC.	RURAL	MUNIC.	RURAL	MUNIC.	RURAL	MUNIC.	RURAL	MUNIC.	RURAL	MUNIC.	RURAL	MUNIC.	RURAL	MUNIC.	MUNIC.	TOTAL RURAL	TOTAL MUNICIPAL	GRAND TOTAL
Beaverhead						0.241		2.306		46.405	0.033			100.552	1.671	5.971					155.475	1.704	157.179
Big Horn						2.631		7.108	0.151	62.750	1.488			66.429			0.034				138.918	1.673	140.591
Blaine						13.571		4.686		22.996	1.293			12.776							54.029	1.293	55.322
Broadwater						0.078		6.287		48.901	0.550			12.805	0.883	11.541	0.557				79.612	1.990	81.602
Carbon								8.713		62.994	3.149			17.297					0.432		89.004	3.581	92.585
Carter						10.845				6.883				32.270	0.357						49.998	0.357	50.355
Cascade						19.743	0.641	2.681		85.530	1.551	21.355	3.841	67.827	8.706	3.311	7.300	4.184	2.071		204.631	24.110	228.741
Chouteau						12.673	0.220	9.649		26.747	0.422			23.392							72.461	0.642	73.103
Custer						30.357	0.370	18.062	0.467	31.879	0.854			63.931		5.873	0.400	20.147	1.169		170.249	3.260	173.509
Daniels						39.899	0.216				0.128			7.070	0.523		0.605				46.969	1.472	48.441
Dawson						4.889		6.241		16.011	2.066			79.526	1.287	17.096			0.232		123.763	3.585	127.348
Deer Lodge								0.070		20.051	0.949			39.720	1.875						59.841	2.824	62.665
Fallon						43.182	1.324		0.144	22.788	0.620			11.275	1.148	6.054					83.299	3.236	86.535
Fergus						8.940		1.986		92.237	0.497			80.551	2.301			1.247	0.189		184.961	2.987	187.948
Flathead						2.428		10.335		111.327	1.854	6.460		75.160	2.871	3.153	0.914		0.292		208.863	5.931	214.794
Gallatin		1.250		0.568		3.833		18.019	1.414	23.140	1.143	8.049		87.762	3.467	0.485	1.186	28.220	0.342		169.508	9.370	178.878
Garfield						24.454		15.970		62.174	0.631			17.494		10.222					130.314	0.631	130.945
Glacier	1.287					17.312		11.005		74.818	0.719			30.286	0.942	13.544	0.096				148.252	1.757	150.009
Golden Valley						12.219	1.876	1.368		23.702						2.375					39.664	1.876	41.540
Granite			20.931			11.626		6.505		23.923	0.708			15.762		14.198	1.550				92.945	2.258	95.203
Hill						2.934		10.284		32.587	0.618			27.740	0.641	5.125			0.352		78.670	1.611	80.281
Jefferson						0.330		13.439		80.157	1.131			11.479	0.348	17.201	0.486				122.606	1.965	124.571
Judith Basin								5.818		40.527	0.222			14.810							61.155	0.222	61.377
Lake						6.513		12.380		47.880	0.931			40.023	1.240	5.605	0.071				112.401	2.242	114.643
Lewis & Clark						18.825		15.756	1.534	48.844	0.581	1.376		88.866	5.421	13.900	1.913		1.296		187.567	10.745	198.312
Liberty								4.017		19.728	0.859			0.983							24.728	0.859	25.587
Lincoln						40.547	0.073	8.806	0.424	88.580	5.510	11.310		23.208					0.186		172.451	6.193	178.644
McCone						56.904		18.373		56.429	0.510			10.462		7.949	1.067				150.117	1.577	151.694
Madison						8.810		63.843	0.662	68.701	3.081			5.167	1.576	7.513					154.034	5.319	159.353
Meagher						38.870		5.051		33.326				23.830	0.857				0.137		101.077	0.994	102.071
Mineral										11.982				56.720	3.454	5.667					74.369	3.454	77.823
Missoula						11.533	0.658	14.983	1.701	46.908	2.542			46.372	1.858		1.073	14.480	2.298	0.101	134.276	10.231	144.507
Musselshell						10.107	1.054	13.916		49.422	1.895			13.992	0.151	8.468	0.280			0.395	95.905	3.775	99.680
Park						17.446		11.281		35.193	2.499	1.523		61.372	0.392						126.815	2.891	129.706
Petroleum						7.983		11.215	0.715	14.889	0.182			4.713							38.800	0.897	39.697
Phillips						10.176	0.162			45.607	2.360			39.260		26.490			0.069		121.533	2.591	124.124
Pondera						3.565		7.950		22.702				13.678	0.955	3.793					51.688	0.955	52.643
Powder River						42.333	0.229			35.846	0.339			40.833							119.012	0.568	119.580
Powell								5.493		19.869	0.071			68.332	0.509		0.743				93.694	1.323	95.017
Prairie								3.764		19.636	1.002			4.137							27.537	1.002	28.539
Ravalli			11.760			34.092		2.029	0.320	38.610	1.769			14.584					0.018		101.075	2.107	103.182
Richland						57.603		19.984		41.072	2.740										118.659	2.740	121.399
Roosevelt						46.018	0.612	19.572	0.819	18.252	0.421			59.512	2.428				0.139		143.354	4.419	147.773
Rosebud						23.683	0.323	6.951		86.340				30.649	1.785	14.557					162.180	2.108	164.288
Sanders						28.824	0.247	13.722	0.103	59.489	0.649			44.458	0.403					0.454	146.493	1.856	148.349
Sheridan						16.031	0.143	6.378		41.683	0.817			11.792	1.367						75.884	2.327	78.211
Silver Bow						6.295	1.712	6.112		33.358	2.069			16.307	0.947	7.238	2.557	9.637	2.129	0.560	78.947	9.974	88.921
Stillwater	0.640				0.184	1.376				25.748	0.862			9.508		3.598					40.870	1.046	41.916
Sweet Grass						12.090		7.225	0.516	29.408				15.473	0.887						64.196	1.403	65.599
Teton						20.051	0.866	10.147	1.175	36.280	1.032			21.803							88.281	3.073	91.354
Toole						1.004		7.927	0.291	16.155	0.710			61.173	1.833	0.273	0.479				86.532	3.313	89.845
Treasure										10.513				18.817		9.900					39.230		39.230
Valley								2.893		35.055	0.753			51.757	1.405	7.595			0.150		97.300	2.308	99.608
Wheatland						8.785		5.237	0.060	27.376				25.877	1.623	10.893					78.168	1.683	79.851
Wibaux											1.541			38.990	0.969						38.990	2.510	41.500
Yellowstone						10.436		15.824		100.704	1.206			40.301	6.000	23.418	2.187	0.058	0.402	1.873	190.741	11.668	202.409
TOTALS	1.927	1.250	32.691	0.568	0.184	302.085	10.726	481.361	10.496	2284.112	57.557	50.073	3.841	1898.863	63.080	273.006	23.498	77.973	11.903	3.383	5902.091	186.486	6088.577

SUMMARY OF SURFACE TYPES - FEDERAL AID SECONDARY SYSTEM

NET CONSTRUCTED LENGTH - BY COUNTIES

COUNTY	CODE NO.	PRIMITIVE		UNIMPROVED		GRADED & DRAINED		GRAVEL		BIT. SURF. TR.		ROAD MIX				PLANT MIX			BIT. CONCRETE		P.C. CONCRETE		BRICK	COMBIN.	TOTAL SECONDARY RURAL	TOTAL SECONDARY MUNICIPAL	GRAND TOTAL
		A		B		C		E		F		G-1 UNDER 7"		G-2 7" & OVER		G-1 UNDER 7"	G-2 7" & OVER		I		J		K	M			
		RURAL	MUNIC.	RURAL	MUNIC.	RURAL	MUNIC.	RURAL	MUNIC.	RURAL	MUNIC.	RURAL	MUNIC.	RURAL	MUNIC.	RURAL	RURAL	MUNIC.	RURAL	MUNIC.	RURAL	MUNIC.	MUNIC.	MUNIC.			
Beaverhead	1	2.500						93.899		0.140				8.794			26.546								131.879		131.879
Big Horn	2					8.600		56.055		8.869	0.649			30.452			35.629	0.700	6.278						145.883	1.349	147.232
Blaine	3	14.400		5.400		4.335		117.141		1.465				5.731	1.064		48.272	0.338	3.580	0.025					200.324	1.427	201.751
Broadwater	4					1.000		7.746		3.508		4.969		16.473			11.781								45.477		45.477
Carbon	5							8.244		14.621	1.092			22.638	0.470		21.929		7.464						74.896	1.562	76.458
Carter	6					17.158		128.083						0.173			7.952	0.242							153.366	0.242	153.608
Cascade	7			6.000		8.300		28.173		22.978	2.258	4.356	0.804	31.398	0.641		26.597	0.901	8.498						136.300	4.604	140.904
Chouteau	8	3.200		1.500		62.486		37.771		21.240		1.666	1.613	13.329	0.622		47.661	0.951							188.853	3.186	192.039
Custer	9							56.956	0.509								18.120								75.076	0.509	75.585
Daniels	10							20.868		13.516	0.289			9.152	0.441		8.976		14.181						66.693	0.730	67.423
Dawson	11					22.564		38.744		17.365							28.974	1.365				0.337			107.647	1.702	109.349
Deer Lodge	12	1.000						1.800		1.929				24.371			10.248								39.348		39.348
Fallon	13					14.460		79.536	0.745					0.435											94.431	0.745	95.176
Fergus	14			18.200		6.700		18.929	0.353	17.166				22.003	0.821		48.828	0.724							131.826	1.898	133.724
Flathead	15	0.700		2.500		10.000		88.325		1.580	1.932			11.465			33.304	0.024	1.719						149.593	1.956	151.549
Gallatin	16			5.300		10.362		33.292		16.893	0.883	17.291	0.350	57.333	1.290		15.040	1.280	7.949	1.131	0.193				163.653	4.934	168.587
Garfield	17					51.493		76.583	0.320																128.076	0.320	128.396
Glacier	18	4.700				3.791		59.603		8.409	0.400	6.562		12.436			59.925	0.437							155.426	0.837	156.263
Golden Valley	19					2.000		12.655	0.573								4.245	0.630							18.900	1.203	20.103
Granite	20							27.885									4.361								32.246		32.246
Hill	21			0.983		41.708		62.844	0.066	32.986	1.140			14.178	0.006		35.031	0.732							187.730	1.944	189.674
Jefferson	22					0.390	0.245	31.800		14.916		0.037	0.322	9.671			15.693								72.507	0.567	73.074
Judith Basin	23							29.301		0.122	0.688			15.130	0.464		10.589	1.027	9.710						64.852	2.179	67.031
Lake	24	3.600						34.350	0.450	0.300	0.400	2.600	0.400	13.431	0.279		44.293								98.574	1.529	100.103
Lewis & Clark	25			0.923		11.303		37.461		45.930	1.080	15.005		14.070			20.506	0.674	0.550	0.152					145.748	1.906	147.654
Liberty	26	6.000		3.000		18.500		50.326		7.831		11.048					11.231	0.538							107.936	0.538	108.474
Lincoln	27			11.900		6.565		52.335									21.455								92.255		92.255
McCone	28	3.600		9.000		29.897		73.739									0.155	0.461							116.391	0.461	116.852
Madison	29					5.100		39.486		13.621				15.378			6.745								80.330		80.330
Meagher	30							25.431						2.118			20.340	0.498							47.889	0.498	48.387
Mineral	31	0.431		0.600				10.559	1.325				0.293	6.650	0.722		4.234	0.339							22.474	2.679	25.153
Missoula	32	1.250		1.100				29.618		36.849	0.770	19.298	3.353	24.137	1.153	14.458	21.678	1.510		0.206					148.388	6.992	155.380
Musselshell	33	6.800						50.752		2.000				0.681			1.647								61.880		61.880
Park	34					1.200		29.350				24.684		11.677			18.867								85.778		85.778
Petroleum	35			12.300				11.400						11.679	1.314		10.057								45.436	1.314	46.750
Phillips	36					5.500		46.919						17.945	0.315		29.665	0.525	9.138						109.167	0.840	110.007
Pondera	37	0.500				0.510		51.880		10.824	0.909			42.691	1.304		28.295	0.158	6.055						140.755	2.371	143.126
Powder River	38	0.900		1.900		18.369		50.348		3.244															74.761		74.761
Powell	39					0.795		47.269		12.767							11.888								72.719		72.719
Prairie	40							50.272		6.195		1.129		2.197			9.214								69.007		69.007
Ravalli	41	2.200		0.800				24.468		12.372	1.140	15.389		25.318	0.058		25.664	0.038							106.211	1.236	107.447
Richland	42	7.000		0.757		32.647		31.585						11.385	0.368		13.020	1.711							96.394	2.079	98.473
Roosevelt	43	2.100		2.200		10.664		94.476	0.898	21.673				30.157	0.640		57.672								218.942	1.538	220.480
Rosebud	44	0.200				2.300		51.667						30.249			21.180		0.340						105.936		105.936
Sanders	45	4.000		10.200		8.421		15.200		9.837				5.928			16.534								70.120		70.120
Sheridan	46					6.300		41.579		5.483				6.045	0.636		42.744								102.151	0.636	102.787
Silver Bow	47			4.200		1.000		15.386		4.212	1.259	5.126		1.132			8.589	0.589		1.055				0.253	39.645	3.156	42.801
Stillwater	48							24.534				2.579		43.863	0.296		21.937								92.913	0.296	93.209
Sweet Grass	49			9.900		12.200		28.791	0.180		0.220		0.211	15.357	0.269				8.843						75.091	0.880	75.971
Teton	50			2.000		16.497		17.726		6.003				38.560	1.217		29.793								110.579	1.217	111.796
Toole	51					11.604		87.105		4.489				9.964	0.679		6.143	0.548							119.305	1.227	120.532
Treasure	52							35.728		6.820				3.959					0.166						46.673		46.673
Valley	53					6.600		76.628	0.001	5.422				28.984	1.025		52.644	0.700		0.200					170.278	1.926	172.204
Wheatland	54					8.709		30.218	0.214								7.341								46.268	0.214	46.482
Wibaux	55	7.000		12.191		1.500		28.267		4.830							0.155	0.081	3.860						57.803	0.081	57.884
Yellowstone	56			13.274		15.900	0.130	45.587		18.891	0.771	1.458	1.342	17.222	0.777		29.652	4.649							141.984	7.669	149.653
TOTAL		72.081		136.128		497.428	0.375	2456.673	5.634	437.296	15.880	133.197	8.688	735.939	16.871	14.458	1113.039	22.370	88.331	2.769	0.193	0.337		0.253	5684.763	73.177	5757.940

SUMMARY OF SURFACE TYPES AND MILEAGE

TABLE "A"—SUMMARY OF SURFACE TYPES—ALL SYSTEMS—MILES

	Unimproved	Gr. & Dr.	Gravel	Light Oil Mix	Bituminous Road Mix	Bituminous Plant Mix	P. C. Concrete	Other	Total
Federal Aid Highway System									
Primary (1)	3	33	1	813	2,834	2,312	89	3	6,088
Secondary	208	498	2,462	453	895	1,240	1		5,757
Other			14		5	3	1		23
							Total		11,868
Local Systems									
Rural	25,419	9,853	25,327	389	967		6		61,961
Municipal		188	506	198	1,006		18	2	1,918
TOTALS	25,630	10,572	28,310	1,853	5,707	3,555	115	5	75,747

TABLE "B"—SUMMARY OF ROUTES BY LOCATION—MILES—STATE HIGHWAY SYSTEM

	Municipal	County	National Forest	Indian Reservation	Military Reservation	State Forest	National Park	Game Refuge	Total
Primary (1)	186 (2)	4,761	465	586		42	23	33	6,096
Secondary	73 (4)	4,746	350 (4)	545	1	23 (3)		33	5,771
Other	4	16	3						23

Grand Total	11,890
Less Coincident Mileage	22
Net Total	11,868

TABLE "C"—INTERSTATE HIGHWAY

Location—U.S. 10 from Lookout Pass on Idaho State Line via Missoula, Butte, Billings, Glendive to North Dakota State Line near Wibaux

U.S. 87 from Billings via Hardin to Wyoming State Line south of Wyola

U.S. 91 from Monida Pass on Idaho State Line via Dillon, Butte, Helena, Great Falls, Shelby to Canadian Border at Sweet Grass

Length

Present traveled way	1,215 miles
Estimated final length	1,810 miles

Present Surface Types (6)

Bituminous Surface Treatment	4 miles
Bituminous Road Mix	0 miles
Bituminous Plant Mix	444 miles
Portland Cement Concrete	79 miles

Lanes (6)

Four Lane Highway	262 miles
Two Lane Highway	265 miles

TABLE "D"—NATIONAL FOREST HIGHWAY SYSTEM

Class 1	678 miles
Class 2	315 miles
Class 3	227 miles
Total	1,220 miles

Unimproved	76 miles
Graded	48 miles
Graveled	236 miles
Bitum. Surface Treated	168 miles
Bitum. Road Mix	274 miles
Bitum. Plant Mix	418 miles
Total	1,220 miles

Constructed by State	239 miles
Constructed by B.P.R. (5)	646 miles
Constructed by Others	6 miles
Unconstructed	329 miles
Total	1,220 miles

Notes:

(1) Includes Interstate

(2) 5 miles municipal also in Indian Reservation
3 miles municipal also in National Forest

(3) 0.2 miles in National Monument

(4) 14 miles coincident mileage as in (2)

(5) B.P.R.—Bureau of Public Roads

(6) Completed to Interstate Standards

APPORTIONMENT OF STATE CONSTRUCTION FUNDS

Montana law requires that State highway construction funds be divided among the different systems and among the financial districts, counties and urban cities on the basis of prescribed formulas. The tables on this page show the distribution percentages for the fiscal years ending June 30, 1968 and June 30, 1969:

INTERSTATE SYSTEM

Financial District	Counties	Percentages for FY 1968	Percentages for FY 1969
2	Toole	3.4320	3.5316
4	Dawson, Prairie, Wibaux	8.8655	7.8046
6	Cascade, Pondera, Teton	9.8126	9.8987
7	Broadwater, Jefferson, Lewis & Clark	11.7435	11.1942
8	Granite, Mineral, Missoula, Powell	17.7342	19.2008
9	Beaverhead, Deer Lodge, Madison, Silver Bow	13.1156	13.1886
10	Gallatin, Park, Sweet Grass	8.1845	7.9731
11	Big Horn, Stillwater, Treasure, Yellowstone	19.5003	19.6233
12	Custer, Rosebud	7.6118	7.5851
	TOTAL	100.0000	100.0000

Allocation percentages have been adjusted in accordance with the latest needs estimates of July 1, 1967, and July 1, 1968, respectively. The Interstate System does not enter Financial Districts 1, 3 and 5 and some counties in other Districts.

PRIMARY SYSTEM

(Based on Deficient Highway Mileage)

Financial District	Counties	Percentages for FY 1968	FY 1969
1	Flathead, Lincoln, Lake	12.2751	11.9576
2	Blaine, Glacier, Hill, Liberty, Toole	6.6341	6.5874
3	Daniels, Phillips, Roosevelt, Sheridan, Valley	9.1879	9.5176
4	Dawson, McCone, Prairie, Richland, Wibaux	7.3265	7.5510
5	Fergus, Garfield, Petroleum	7.3719	7.0269
6	Cascade, Judith Basin, Pondera, Teton, Chouteau	8.6034	8.3963
7	Broadwater, Jefferson, Lewis & Clark	5.6864	5.7478
8	Granite, Mineral, Missoula, Powell, Ravalli, Sanders	10.3002	10.5714
9	Beaverhead, Deer Lodge, Madison, Silver Bow	5.8964	5.7816
10	Gallatin, Meagher, Park, Sweet Grass, Wheatland	7.9053	8.0863
11	Big Horn, Carbon, Golden Valley, Musselshell, Stillwater, Treasure, Yellowstone	9.3411	9.3204
12	Carter, Custer, Fallon, Powder River, Rosebud	9.4717	9.4557
	TOTAL	100.0000	100.0000

Percentages shown exclude Primary System mileage located on Interstate System.

SECONDARY SYSTEM

(Based on land area, rural road mileage, rural population and rural land value.)

County and Financial District	FY 1968	FY 1969
Flathead	3.9420	3.9737
Lake	2.2259	2.2389
Lincoln	2.6006	2.7737
Financial District No. 1	8.7685	8.9863
Blaine	2.6912	2.6803
Glacier	1.9809	1.9718
Hill	2.8126	2.8010
Liberty	1.4030	1.3975
Toole	2.0158	1.9880
Financial District No. 2	10.9035	10.8386
Daniels	1.2501	1.2299
Phillips	2.5361	2.5506
Roosevelt	2.1907	2.1470
Sheridan	1.7339	1.7275
Valley	2.9947	3.0014
Financial District No. 3	10.7055	10.6564
Dawson	1.5932	1.5811
McCone	1.7093	1.6861
Prairie	0.8407	0.8304
Richland	2.0635	2.0531
Wibaux	0.6915	0.6782
Financial District No. 4	6.8982	6.8289
Fergus	2.7497	2.7248
Garfield	1.8063	1.8074
Petroleum	0.6999	0.6912
Financial Dsitrict No. 5	5.2559	5.2234
Cascade	3.0896	3.2243
Chouteau	3.7513	3.7294
Judith Basin	1.4528	1.4323
Pondera	2.0832	2.0075
Teton	2.3005	2.2676
Financial District No. 6	12.6774	12.6611
Broadwater	0.8410	0.8276
Jefferson	0.9671	0.9628
Lewis and Clark	1.9329	1.9211
Financial District No. 7	3.7410	3.7115
Granite	0.8048	0.7924
Mineral	0.7211	0.7286
Missoula	2.3198	2.3502
Powell	1.3749	1.3674
Ravalli	1.9635	2.0694
Sanders	1.7273	1.7197
Financial District No. 8	8.9114	9.0277
Beaverhead	2.5582	2.5522
Deer Lodge	0.7401	0.7464
Madison	1.7313	1.7436
Silver Bow	0.6772	0.6736
Financial District No. 9	5.7068	5.7158
Gallatin	2.3976	2.3785
Meagher	1.0718	1.0672
Park	1.4783	1.4767
Sweet Grass	1.0160	1.0033
Wheatland	0.8163	0.8080
Financial District No. 10	6.7800	6.7337
Big Horn	2.6778	2.6566
Carbon	1.6643	1.6638
Golden Valley	0.6767	0.6721
Musselshell	1.2087	1.2112
Stillwater	1.4247	1.4085
Treasure	0.5228	0.5220
Yellowstone	3.6655	3.6787
Financial District No. 11	11.8405	11.8129
Carter	1.3373	1.3387
Custer	1.5859	1.5750
Fallon	1.1154	1.1150
Powder River	1.4805	1.4887
Rosebud	2.2922	2.2863
Financial District No. 12	7.8113	7,8037
STATE TOTAL	100.0000	100.0000

URBAN SYSTEM

(Based on Urban Population of 5,000 or More)

Urban City	Percentages for FY 1968	FY 1969
Anaconda	4.1696	4.1696
Billings	18.2819	18.2819
Bozeman	4.6217	4.6217
Butte and environs	14.3544	14.3544
Glasgow	2.2132	2.2132
Glendive	2.4415	2.4415
Great Falls	19.1487	19.1487
Havre and environs	4.1191	4.1191
Helena	6.9968	6.9968
Kalispell	3.5114	3.5114
Lewistown	2.5625	2.5625
Livingston	2.8465	2.8465
Miles City	3.3432	3.3432
Missoula and environs	11.3895	11.3895
TOTAL	100.0000	100.0000

Population reported in Census for fringe areas of Butte, Havre and Missoula has also been included as urban population in accordance with requirements of State law. The percentages will remain constant until 1970.

HIGHWAY CONSTRUCTION REPORT

The Construction Engineer and the Bridge Engineer are charged with the general overall responsibility for the construction of roadway and bridge projects. Their contract with construction engineering forces is through the District Engineers.

The Construction Engineer is called upon for advice during various phases of project planning prior to and during construction. He is a member of the Board of Review that sets completion dates and reviews the various unit bid prices for each proposed contract prior to bid opening date. The Bridge Engineer and his staff prepare and check all plans and specifications for bridge and structure projects and are called upon for advice during the various phases of planning and construction.

The progress estimates for payment of contract work are processed and reviewed by these offices. They also review all sub-contracts and modifications of contracts after execution. They must review and weigh all circumstances and conditions concerned with overruns of contract time and submit their recommendations to the State Highway Commission as pertains to possible liquidated damages due to delay in completion time. They make frequent field inspection trips to obtain assurance that projects are being built in accordance with plans and specifications and to advise District Engineers and field assistants relative to their problems. They and their staffs evaluate and recommend new materials, equipment and procedures.

Changes in design, materials and construction methods make review and updating of the Standard Specifications a continuing task. The Construction Engineer and Bridge Engineer must also prepare Special Provisions, which cover special situations unique to individual projects.

The Construction Engineer and Bridge Engineer are members of a Prequalification Board, established many years ago, to review, consider and rate all prospective bidders as to their ability to bid upon, accept project awards and construct contemplated projects. It is now a requirement that where sub-contracts are involved on projects awarded after April, 1966, all subcontractors must be prequalified at least two (2) weeks prior to their start of work. The State Highway Engineer, the Office Engineer, and the Chief Accountant are the other members. The prequalification procedure is actually for the protection of the public in that it tends to assure that contractors who bid on highway contracts have the qualifications and equipment necessary to do the work.

An Engineering-Audit Team was added to the staff of the Construction Engineer. This team visits construction projects periodically to give guidance and advice on special problems and to insure uniform interpretation of specifications. Work on a Construction Manual has progressed to the stage of publication, and distribution will be made shortly. Portions of a Construction Inspector's Manual have been written and when this manual is complete it is planned to begin a program of inspector certification. Training of construction inspection personnel was accentuated through seminars and other training activities.

Two Assistant Construction Engineers, both licensed professionals, and a recent engineering graduate, not as yet licensed, continue to review problems associated with construction projects. They travel throughout the State investigating a wide range of matters and check into problems relayed to Helena from our field forces.

All contracts let in recent years, wherein Federal-Aid is involved, include a provision stipulating job classification and minimum wages for all of a contractor's employees. The Construction Engineer is charged with the enforcement of this provision.

Bids were opened and awards subsequently made on projects totaling a value of $82,561,125 during the biennium. The type of work involved in these projects is reflected in the following tabulation:

Highway and Bridge Construction	$80,405,628
Maintenance Gravel Stockpiles	761,087
Maintenance-Beautification & Safety	1,394,410
	$82,561,125

Present-day highway construction owes much to vastly improved techniques—with invaluable assists from tools and instruments that seem almost to have a science fiction background.

In the Hardy and Stickney Creek projects on Interstate 15, for example, the clean and pleasing appearance of the cuts resulted from the relatively new technique of presplitting. Instead of blasting out the rock material as has been normal practice, a row of drill holes is located at the limits of the cut. The holes are charged with explosives. Detonation of the explosives creates a smooth faced fracture rather than the rough and jagged surface that results from a conventional blasting job. After the limits of the cut are presplit, the material within the cut is removed in the usual way—blast, shovel and haul. Breakage seldom, if ever, extends beyond the presplit plane.

Unfortunately, however, not all rock cuts lend themselves to the presplitting technique. This can be determined by appropriate tests before presplitting.

The intrusion of moisture into subgrades has plagued highway builders for years. The use of an asphaltic membrane can solve this problem. In the instances of the Rosebud County Line-East and Hysham-East projects—Interstate 94, road builders' headaches were assured; both traversed areas known to contain expensive clay-shale soils, soils that expand when they take on moisture, and contract when they dry out. Pavements built on soils of this type heave and drop. This action is disastrous to carefully laid roadways.

In the Rosebud and Hysham projects, an attempt was made to seal out moisture from the subgrade. The technique used was to shape the subgrade to the proper lines and grade—then spray on a uniform film of catalytically-blown asphalt. Checks are made regularly on surface elevations in an attempt to determine if the membrane is functioning as expected.

With the increased production rates of our contractors made possible by larger, heavier equipment and by the advancements in techniques, we have found it necessary to improve our testing procedures in order to keep pace. One area in which we were faced with this problem was that of testing embankments for density and moisture.

The conventional method of making such tests was to dig out some of the material, weigh it; determine the volume of the hole by filling it with sand or oil and then dry the material to determine its moisture content. A single test in an hour would be a good average.

Presently the State has 16 Nuclear Moisture Density Surface gages and one depth probe now in use to perform these tests. The surface gages are placed on top of the area to be tested, within five minutes, a density and moisture content can be recorded. The depth gage is used for the same purpose, but it is inserted in a sampling hole. The heart of these new instruments is a radioactive source. These modern tools have greatly increased the number of tests that can be made.

Montana's naturally occurring resources of lime rock, crude oil, gravel, ore deposits, timber, clay, grass seeds, to name a few, are utilized to the fullest extent by blending, refining, sizing, shaping and manipulating these materials in combination with other manufactured products to form the ribbons of asphalt and concrete so extremely vital to Montana's expanding economy.

Numerous problems, requiring a combination of technical, administrative and human relations skills for their solution are constantly bombarding the Helena office of the Construction and Bridge Engineers. These professional engineers are charged with overall responsibility of roadway and bridge construction and effectively administer this chosen obligation through their Helena staffs and the District Engineers.

All contracts awarded were not completed during the biennium. There were 145 projects which had been let to contract during the biennium which were not complete on June 30, 1968. Contract awards for this work totaled $80,228,771. The award value is divided as follows: Interstate, $49,600,734; Primary, $19,859,809; Secondary, $10,062,133; State Maintenance, $209,755; R.O.W. Fencing, $47,060; Miscellaneous and LS, $449,280.

Highway and bridge construction projects completed during the biennium totaled a value of $110,074,523. This figure does not include cost of right-of-way or engineering. Tabular summaries of these contracts in order of date of completion are given on the following pages. Some of these contracts were let prior to this biennium and some were let and completed during the biennium.

The summaries showing projects completed during the biennium show some projects wherein length is a minor consideration. The length shown for fencing, seeding, signing and similar projects is the total length of the project. The actual lengths of fence would normally be about twice the length of the project. The lengths shown for structures includes bridges, overpasses and underpasses. Where dual structures are built, the length shown is an average length measured along the roadway center line.

The length and construction of various types of work is shown below for each of the three major highway systems; and, also, includes miscellaneous construction as indicated.

In addition to the work on the Interstate, Primary, and Secondary Systems, the field construction forces supervised and inspected contracts for right-of-way fence, maintenance stockpiles, building construction, and other miscellaneous work.

The table on another page gives a tabulation of projects constructed under supervision of the Bureau of Public Roads. This work is included here because these roads are a part of the State Highway System.

1966-1968 COMPLETIONS

INTERSTATE SYSTEM

Grade, Pavement and Major Bridges, etc.		172.440 miles	$63,945.077
Major Bridges	(A)	9,240.0 feet	5,877,585
Right-of-Way Fencing	(A)		1,238,115
Signals and Lights	(A)		182,136
Seeding	(A)		94,189
Guard Rail	(A)	11,825.0 feet	73,617
Cattle Guard and Gate	(A)		2,850
Drill Water Well	(A)		3,641
			$71,417,210

PRIMARY SYSTEM

Grade, Pavement and Major Bridges, etc	(A)	158.894 miles	$17,718,239
Major Bridges	(A)	1,347.0 feet	909,313
Grade and Drain	(A)	19.550 miles	490,745
Plant Mix Bituminous Surfacing	(A)	12.098 miles	219,559
Seeding	(A)	4.784 miles	3,572
Traffic Control	(A)	13.219	72,356
Signals	(A)		59,245
Safety Rest Area	(A)		189,899
Repair Slide Damage	(A)	0.220 miles	116,278
Improve Sight Distance	(A)		28,035
Riprap Protection	(A)		69,477
			$19,876,718

SECONDARY SYSTEM

Gravel, Pavement and Major Bridges	(A)	79.614 miles	$4,494,523
Major Bridges	(A)	1,610.0 feet	846,551
Gravel and Pavement	(A)	62.800 miles	1,944,375
Grade, Gravel and Pavement	(A)	97.126 miles	6,426,534
Grade and Gravel	(A)	22.284 miles	1,162,333
Bituminous Plant Mix	(A)	8.131 miles	155,012
Guard Rail and Signs	(A)	8.263 miles	26,974
Traffic Control	(A)	20.100 miles	9,699
Structural Plate Pipe	(A)		24,068
Grade, Gravel, Pavement and Guard Rail	(A)	13.597 miles	408,993
			$16,132,625

MISCELLANEOUS

Defense Access, Emergency Relief, State Maintenance, Landscaping, Rest Areas and Right of Way Fencing Contracts	$ 2,645,970

INTERSTATE COMPLETIONS

County	Project Number	Project Length	Type of Work	Date of Letting	Amount of Contract	Date Completed	Final Amount
Lewis & Clark	I 15-4(18)210 U-1 & I 15-4(21)210	2.088	GD-BPM-GR-SN	1/63	$ 2,388,728	11/66	$ 2,709,866
Lewis & Clark	I 15-4 (18) 210 U-2	2.088	FC	3/63	19,297	9/66	15,880
Lewis & Clark	I 15-4 (22) 210	1,039'	MB	7/63	521,470	8/66	496,031
Silver Bow	I 90-4 (8) 226 U-2	2.837	FC	12/63	20,215	8/66	18,077
Silver Bow	I-IG 15-2 (18) 131 U-1	3.556	GD-CSB-BPM-SN-GR-MB (230.5')	2/64	2,640,784	7/66	2,555,362
Silver Bow	I-IG 15-2 (18) 131 U-2	3.556	FC	2/64	15,226	11/66	20,002
Missoula	I-IG 90-2 (14) 105 U-1	4.852	GD-GS-CSB-BPM-SN-GR-SL-MB (87.5')	4/64	1,899,863	11/66	1,856,324
Missoula	I-IG 90-2 (14) 105 U-4	4.852	FC	4/64	51,508	10/66	45,468
Gallatin	I-90-6 (13) 296 U-1	8.414	GD-GS-CSB-BPM-PCP-GR-MB (357.5')	4/64	2,325,330	8/66	2,348,119
Gallatin	I 90-6 (13) 296 U-2	8.414	FC	4/64	41,175	11/66	40,085
Jefferson-Silver Bow	I 90-4(10)229 U-1, I 90-5(6)231 U-1	4.906	GD-GS-BPM-SN-GR-MB (229.5')	5/64	3,356,008	9/66	3,674,965
Mineral	I 90-1 (30) 50 U-1	3.863	GD-GS-BPM-SN	6/64	833,542	12/66	776,312
Mineral	I 90-1 (30) 50 U-2	3.863	FC	6/64	16,663	9/67	15,955
Jefferson-Silver Bow	I 90-5(6)231 U-2, I 90-4(10)229 U-2, & I 90-5(7)233 U-2	12.048	FC	6/64	56,629	12/66	53,088
Jefferson	I 90-5 (7) 233 U-1	7.141	GD-GS-BPM-SN-GR-MB (123.0')	6/64	6,468,163	11/66	6,606,198
Gallatin	I-IG 90-6(14)287 U-1, I 90-6(13)296 U-3	9.455	GD-GS-BPM-PCP-SN-GR	6/64	2,912,863	11/66	2,874,232
Gallatin	I-IG 90-6 (14) 287 U-2	9.455	FC	6/64	46,864	10/66	49,952
Granite	I 90-3 (12) 151 U-1 (a)	6.686	GD-GS-BPM-SN-GR	8/64	2,493,051	12/66	2,391,163
Lewis & Clark	I 15-4 (25) 218 U-1 (a)	2.699	GD-GS-BPM-SN-GR-MB (293.25')	9/64	1,593,424	10/67	1,580,654
Lewis & Clark	I 15-4 (25) 218 U-2	2.699	FC	9/64	40,040	11/66	39,400
Granite	I 90-3 (12) 151 U-2	6.685	FC	9/64	57,172	9/66	57,929
Cascade	I-IG 15-5 (27) 274	723.5'	MB	10/64	398,495	4/67	426,182
Missoula	I-IG 90-2 (25) 95 U-1	7.754	GD-GS-CSB-BPM-PCP-GR-MB(1,388.5')	10/64	3,196,582	12/66	3,147,425
Missoula	I-IG 90-2 (25) 95 U-2	7.754	FC	10/64	49,469	4/67	50,076
Jefferson	I-IG 90-5(5)241 U-1, I 90-5(8)231 (a)	12.207	GD-GS-BPM-SN-GR-MB (274.5')	10/64	2,792,170	12/66	2,814,662
Jefferson	I-IG 90-5(5)241 U-2, Row I-IG 90-5(4)240	9.627	FC	10/64	60,846	12/66	63,372
Jefferson	I-IG 90-5 (5) 241 U-3	550.75'	MB	10/64	373,279	10/66	369,000
Beaverhead	I 15-1 (20) 51 U-1	6.786	GD-GS-BPM-GR-SN	11/64	1,745,735	9/66	1,857,147
Beaverhead	I 15-1 (20) 51 U-2	6.786	FC	11/64	41,793	12/66	44,576
Cascade	I-IG 15-5(31)273 U-1, & I 15-5(26)271 U-1, & I-IG 315-5(3)272 U-1 (a)	5.605	GD-GS-CSB-PCP-BPM-SN-GR-MB (852.5')	12/64	3,158,545	11/67	3,192,283(*)
Cascade	I-IG 15-5(31)273 U-2, & I 15-5(26)271 U-2, & I-IG 315-5(3)272 U-3	5.605	FC	12/64	92,431	12/67	89,673
Cascade	I-IG 315-5(3)272 U-2	351.5'	MB	12/64	186,894	7/66	183,949
Cascade	I-IG 15-5 (28) 274 U-1	264.5'	MB	12/64	234,405	10/66	229,922
Yellowstone	I 90-8 (22) 444 U-1	2.986	GD-GS-BPM-SN-GR-MB (518.5')	12/64	1,393,684	8/66	1,427,803
Yellowstone	I 90-8(22)444 U-2, I-IG 90-8(23)447 U-3	6.588	FC	12/64	102,253	8/66	102,848
Yellowstone	I-IG 90-8 (23) 447 U-2	3.602	GD-GS-BPM-GR-MB 643.5')	12/64	2,531,632	12/66	2,440,734
Cascade	I-IG 15-5 (28) 274 U-2	474'	MB	2/65	514,839	8/67	665,311
Missoula	I 90-2 (27) 103 U-1	3.466	GD-GS-CSB-PCP-BPM-TC-GR-MB (1,347.5')	5/65	2,326,091	11/67	2,272,067(*)
Missoula	I 90-2 (27) 103 U-2	3.466	FC	5/65	42,542	12/67	38,230(*)
Mineral	I 90-1 (36) 48 U-2	968.75'	MB	6/65	556,201	11/66	543,320
Stillwater-Yellowstone	I-IG 90-8 (27) 425 U-1	7.968	GD-GS-BPM-GR-SN	6/65	2,190,325	7/67	2,233,065

INTERSTATE—(Continued)

Stillwater-Yellowstone	I-IG 90-8 (27) 425 U-2	972.5'	MB	6/65	377,861	10/66	374,269
Stillwater-Yellowstone	I-IG 90-8 (27) 425 U-3	7.968	FC	6/65	67,001	7/67	73,478
Mineral	I-IG 90-1(33)54 U-1, I 90-1(35)50, I 90-1(36)48 U-1 & I 90-1(38)60	5.667-3.905 1.714-2.018	GD-GS-BPM-SN-GR-MB (1,198.05')	7/65	3,048,328	10/67	2,930,793
Mineral	I-IG 90-1 (33) 54 U-2	5.667	FC	7/65	41,538	10/67	37,745
Lewis & Clark	I-IG 15-4 (26) 221 U-1	7.087	GD-GS-BPM-SN-GR-MB (611')	8/65	3,644,744	10/67	3,470,390(*)
Lewis & Clark	I-IG 15-4 (26) 221 U-2	7.233	FC	8/65	44,596	12/67	47,891
Lewis & Clark	I 15-4 (29) 227	769.98'	MB	8/65	909,262	8/67	874,733
Yellowstone	I-IG 90-8 (28) 432	490'	MB	8/65	412,649	5/67	413,540
Silver Bow	I-IG 90-4 (13) 209 U-1	6.953	GD-GS-BPM-SN-GR-MB (820')	11/65	2,031,685	11/67	2,018,542(*)
Silver Bow	I-IG 90-4 (13) 209 U-2	6.953	FC	11/65	43,388	10/67	46,172
Yellowstone	I 90-8(26)451 U-1, I 94-1(14)0 U-1	4.260	GD-GS-BPM-SN-GR	11/65	1,462,874	11/67	1,564,037
Yellowstone	I 90-8 (26) 451 U-2	582'	MB	11/65	308,973	5/67	304,181
Yellowstone	I 90-8(26)451 U-3, I 94-1(14)0 U-2	4.260	FC	11/65	73,577	11/67	76,905
Yellowstone	I 94-1 (11) 1 U-1	6.141	GD-GS-BPM-SN-GR-SL	11/65	2,271,232	11/67	2,307,213
Yellowstone	I 94-1 (11) 1 U-2	905.5'	MB	11/65	515,010	6/67	508,648
Yellowstone	I 94-1 (11) 1 U-3	6.141	FC	11/65	35,706	11/67	37,529
Cascade	I 15-5 (32) 270	0.877	GD-GS-BPM	2/66	83,802	8/66	89,731
Treasure	I 94-2 (11) 67 U-1	9.900	GD-GS-BPM-SN-GR-MB (331')	4/66	1,679,427	11/67	1,680,127
Treasure	I 94-2 (11) 67 U-2	9.900	FC	4/66	46,799	10/67	47,416
Rosebud	I-94-3 (12) 76 U-1	7.158	GD-GS-BPM-SN-GR-MB(179.5')	4/66	1,066,218	10/67	1,137,521
Rosebud	I 94-3 (12) 76 U-2	7.158	FC	4/66	32,063	9/67	32,499
Cascade	I 15-5 (23) 234 U-2	392.5'	MB	6/66	259,683	9/67	249,965
Gallatin	I 90-6 (16) 304	--------	SL	6/66	27,888	12/66	26,714
Cascade	I-IG 15-5 (34) 270	0.159	GD-GS-BPM-D	7/66	178,932	10/67	193,218
Rosebud	I-IG 94-3 (13) 83 U-1	7.007	GD-GS-BPM-D	7/66	1,282,378	11/67	1,247,010
Rosebud	I-IG 94-3 (13) 83 U-2	756.5'	MB	7/66	308,564	10/67	336,360
Rosebud	I-IG 94-3 (13) 83 U-3	--------	FC	7/66	34,540	11/67	36,334
Beaverhead	I 15-1 (24) 17 U-1	5.560	GD-GS-BPM-D-SN-MB (108.0')	9/66	948,937	11/67	1,054,700(*)
Beaverhead	I-15-1 (24) 17 U-2	5.560	FC	9/66	29,835	12/67	31,517
Pondera	I-IG 15-7 (1) 328	--------	Drill Water Well	9/66	3,641	12/66	2,594
Park	I 90-7 (19) 346	4.029	GR (11,825.0')	9/66	73,617	7/67	75,636
Yellowstone	I 94-1 (13) 7 U-2	--------	FC	9/66	34,949	5/68	37,058
Lewis & Clark	I 15-4 (30) 210	8.165	S	3/67	15,658	10/67	13,205
Cascade	I 15-5 (36) 267, I 315-5 (4) 268	5.605	L	3/67	154,248	6/68	153,049(*)
Mineral	I 90-1 (39) 50	10.453	S	3/67	13,961	5/67	13,098
Granite	I 90-3 (16) 151	6.686	S	3/67	15,041	5/67	12,953
Silver Bow-Jefferson	I-90-4(16)227, I 90-5(15)231, & I 90-5(13)239	16.843	S	3/67	35,916	6/67	32,743
Treasure	I 94-2 (12) 67	9.900	S-LS	8/67	7,643	4/68	4,753
Rosebud	I 94-3 (15) 76	14.165	S	8/67	5,970	10/67	3,775
Mineral	I-IG 90-1 (33) 54 U-3	--------	Cattle Guard and Gate	3/68	2,850	6/68	2,955
			TOTALS		$71,417,210		$72,017,344

Notes: *Estimated Amounts

INTERSTATE CARRYOVERS

County	Project Number		Project Length	Type of Work	Date of Letting	Amount of Contract
Cascade	I-IG 15-5 (33) 237		1,478.34'	MB	3/66	$ 897,808
Dawson	I 94-6 (10) 213		2,013'	MB	5/66	1,559,034
Cascade	I 15-5 (23) 234 U-1		4.502	GD-GS-BPM-GR	6/66	3,765,842
Cascade	I 15-5 (23) 234 U-3		4.502	FC	6/66	43,406
Yellowstone	I 94-1 (13) 7 U-1	(a)	6.542	GD-GS-BPM-D-MB (317.5')	9/66	1,560,556
Dawson	I-IG 94-6 (12) 212 U-1		1.609	GD-D	1/67	755,309
Dawson	I-IG 94-6 (12) 212 U-2		1,973.0'	MB	1/67	1,518,248
Yellowstone	I 90-8 (41) 444	(a)	6.411	LS-S	3/67	214,614
Lewis & Clark	I 15-4 (28) 228 U-1		2.626	GD-GS-BPM-D-MB (186.0')	5/67	1,418,268
Lewis & Clark	I 15-4 (28) 228 U-2		....	FC	5/67	21,618
Broadwater-Gallatin	I 90-5 (14) 275		546.0'	MB	5/67	294,084
Jefferson	I-IG 15-3 (8) 177 U-1	(a)	5.552	GD-GS-BPM-D-SN-MB (845.0')	6/67	2,853,778
Jefferson	I-IG 15-3 (8) 177 U-2		....	FC	6/67	39,771
Broadwater-Gallatin	I 90-5 (16) 272 U-1, I-IG 90-6 (21) 272 U-1		4.359	GD-GS-BPM-CSB-PCP-L-SN (1204.5')	6/67	2,497,406
Broadwater	I 90-5 (16) 272 U-2, I-IG 90-6 (21) 272 U-2		....	FC	6/67	27,612
Jefferson	I 90-5 (17) 250 U-1		4.899	GD-GS-BPM	6/67	1,779,499
Jefferson	I 90-5 (17) 250 U-2		1,003.5'	MB	6/67	453,561
Jefferson	I 90-5 (17) 250 U-3		....	FC	6/67	34,694
Missoula	I 90-2 (34) 104		0.760	Storm Drain	7/67	129,806
Lewis & Clark	I 15-4 (32) 218		9.932	S-LS	8/67	69,838
Lewis & Clark	I 15-4 (35) 184		....	L	8/67	48,106
Gallatin	I-IG 90-6 (22) 305 U-1		1.259	GD	8/67	592,365
Gallatin	I-IG 90-6 (22) 305 U-2		1,364.0'	Oval Structures (3)	8/67	651,285
Gallatin	I-IG 90-6 (22) 305 U-3		1.388	FC	8/67	34,848
Yellowstone	I 90-8 (37) 447, I 90-8 (46) 452	(a)	....	L	8/67	40,669
Yellowstone	I 90-8 (45) 443	(a)	....	L-SN	8/67	69,511
Missoula	I 90-2 (40) 102, I 90-2 (41) 104		....	L	9/67	30,697
Yellowstone	I-IG 94-1 (17) 13 U-1, I 94-1 (19) 1		23.152	GD-BPM-SN-MB (223.0')	9/67	2,971,294
Yellowstone	I-IG 94-1 (17) 13 U-2		777.7'	MB	9/67	563,877
Yellowstone	I-IG 94-1 (17) 13 U-3		1,040.0'	MB	9/67	466,134
Yellowstone	I-IG 94-1 (17) 13 U-4		10.469	FC	9/67	68,022
Dawson	I-IG 94-6 (14) 209 U-2		1,739.0'	MB	9/67	757,378
Dawson	I-IG 94-6 (14) 209 U-3		1,561.2'	MB	9/67	728,682
Jefferson	I 15-3 (15) 173 U-2		3.569	FC	10/67	28,582
Dawson	I-IG 94-6 (14) 209 U-1	(a)	7,233	GD-BPM-SN-MB (438.0')	10/67	2,801,229
Dawson	I-IG 94-6 (14) 209 U-4		0.043	GD-MB (1,021.5')	10/67	518,766
Dawson	I-IG 94-6 (14) 209 U-5		6.697	FC	10/67	104,218
Silver Bow	I 115-2(5)126 U-1, I 15-2(22)123 U-1, & I 90-4(15)216 U-1	(a)	....	BPM-Partial Grading-D-MB	11/67	1,670,516
Silver Bow	I 115-2(5)126 U-2, I 15-2(22)123 U-2, & I 90-4(15)216 U-2		5.282	FC	11/67	42,514
Jefferson	I 15-3 (15) 173 U-1		3.569	GD-BPM-SN-MB	11/67	1,789,208
Lewis & Clark	I-IG 15-4 (26) 221 U-3		7.233	GR-Med. Rail-Embank. Protection	12/67	168,321
Silver Bow	I 115-2(5)126 U-3, I 15-2(22)123 U-3, & I 90-4(15)216 U-3	(a)	5.282	Weigh Station-SN-L	1/68	183,844
Cascade	I 15-5 (46) 271, I 315-5 (6) 272	(a)	....	S-LS	2/68	216,320
Missoula	I 90-2 (43) 95		....	S-LS-Sprinkler	2/68	86,979
Prairie	I-IG 94-5 (7) 174 U-1		6.399	GD	2/68	978,011
Prairie	I-IG 94-5 (7) 174 U-2		....	FC	2/68	39,469
Yellowstone	I 90-8 (55) 455 U-1		6.012	GD-BPM	3/68	2,232,413
Yellowstone	I 90-8 (55) 455 U-2		1,138.0'	MB	3/68	492,629

INTERSTATE CARRYOVERS—(Continued)

Yellowstone	I 90-8 (55) 455 U-3	--------	FC	3/68	39,966
Granite	I 90-3 (13) 143 U-1	7.580	GD-GS-BPM (312.0')	5/68	4,848,778
Granite	I 90-3 (13) 143 U-2	372.5'	MB	5/68	354,324
Granite	I 90-3 (13) 143 U-3	--------	FC	5/68	42,852
Granite	I 90-3 (14) 135 U-1	7.605	GD-GS-BPM (345.58')	5/68	4,202,925
Granite	I 90-3 (14) 135 U-2	320.0'	Structures	5/68	276,873
Granite	I 90-3 (14) 135 U-3	--------	FC	5/68	53,196
Silver Bow	I 90-4 (19) 228	0.814	GD-GS-BPM-SN-FC (295.25')	5/68	577,417
Prairie	I-IG 94-5 (9) 174	1,821.0'	Structures (3)	6/68	893,764
				TOTAL	$49,600,734

PRIMARY COMPLETIONS

County	Project Number		Project Length	Type of Work	Date of Letting	Amount of Contract	Date Completed	Final Amount
Granite	F 205 (8) U-1	(a)	1.273	GD-GS-BPM	8/64	$ 399,460	12/66	$ 371,425
Lewis & Clark	F 238 (10)	(a)	1.947	GD-GS-BPM-SN-MB (293.25')	9/64	250,461	10/67	266,429
Cascade	F 64 (10)		0.220	Repair Slide Drainage	9/64	116,278	3/67	89,880
Jefferson	F 69 (11)	(a)	0.417	GD-GS-BPM-SN-MB (274.5')	10/64	45,222	12/66	58,559
Valley	F 148 (9)		7.595	GD-GS-BPM	10/64	891,837	7/66	894,249
Cascade	U 388 (8)	(a)	0.192	GD-GS-CSB-PCP-BPM-SN-MB (852.5')	12/64	19,513	11/67	25,924
Lake	F 191 (28)		0.367	GD-GS-BPM-MB (1,536')	2/65	981,344	10/66	941,592
Pondera	F 190 (6) U-1 & F 236 (6)		5.576	GD-GS-BPM	4/65	487,310	9/66	460,683
Granite	F 354 (3)		7.040	GD-GS-BPM-SN	5/65	561,529	8/66	541,218
Broadwater	F 77 (12)		12.098	BPM	6/65	219,559	7/66	199,194
Musselshell	F 108 (10)		8.468	GD-GS-BPM	7/65	1,616,308	5/67	1,591,367
Phillips	F 142 (9) U-1		19.550	GD	7/65	490,745	8/66	492,354
Phillips	F 142 (9) U-2		264.5'	MB	7/65	140,712	7/66	140,602
Glacier	F 190 (7)		5.926	GD-GS-BPM	7/65	588,179	7/67	532,298
Missoula	F 219 (23)		0.289	GD-GS-BPM-SN-SL	7/65	170,700	9/66	172,336
McCone	F 246 (15)		9.016	GD-GS-BPM-SN-MB (91.5')	7/65	773,820	12/66	766,065
Flathead	F 257 (18)		3.231	GD-GS-BPM-SN-MB (455.5')	7/65	1,112,097	8/67	1,296,253
Dawson	F 246 (16) U-1		10.240	GD-GS-BPM	8/65	796,983	5/67	816,708
Dawson	F 246 (16) U-2		213.5'	MB	8/65	134,404	7/66	130,891
Judith Basin	F 235 (33)		--------	Safety Rest Area	8/65	55,552	4/67	56,453
Pondera	F 236 (7)		--------	Safety Rest Area	8/65	47,952	4/67	49,327
Golden Valley-Wheatland	F 115 (15)		8.484	GD-GS-BPM	9/65	705,555	4/67	737,596
Hill	F 252 (19) U-1		5.125	GD-GS-BPM	9/65	342,126	9/67	346,562
Hill	F 252 (19) U-2		121.5'	MB	9/65	83,568	7/66	75,828
Custer-Fallon	F 86 (27)	(a)	11.927	GD-GS-BPM	10/65	982,149	7/67	965,504
Daniels	F 266 (7) & S 15 (13)		0.605	GD-GS-BPM	11/65	123,128	9/67	122,717
Yellowstone	U 53 (15) & U 230 (11)		--------	SI	1/66	38,603	1/67	39,100
Madison	F 244 (10)		7.513	GD-GS-BPM	1/66	957,734	6/67	989,160
Phillips	F 142 (10)	(a)	9.814	GD-GS-BPM	2/66	873,118	11/67	775,709
Prairie	F 158 (9)		1.561	GD-GS-BPM	3/66	145,541	11/66	147,381
Wheatland	F 8 (14)		4.784	GD-GS-BPM-SN	4/66	436,690	10/66	430,702
Lake	F 63 (11)		5.018	GD-GS-BPM	4/66	778,789	12/66	950,524
Missoula	F 215 (15)		346'	MB	4/66	247,718	7/67	244,327
Carbon	F 107 (15) & LSF 4-107 (1)		--------	Safety Rest Areas	6/66	86,395	7/67	81,642
Phillips	F 142 (11)		17.125	GD-GS-BPM	6/66	1,157,615	8/67	1,145,310

Garfield	F 157 (24)	10.222	GD-GS-BPM	6/66	770,576	9/67	775,502
Toole-Glacier	F 220 (11)	7.369	GD-GS-BPM-D	7/66	728,487	9/67	720,310
Dawson	F 245 (19)	6.856	GD-GS-BPM-D-MB (253.0')	7/66	704,007	10/67	720,641
Wheatland	F 8 (16)	4.784	SF	9/66	3,572	4/67	2,659
Cascade	U-224 (10)	0.414	GD-GS-BPM-D	11/66	214,289	1/68	209,489
Richland	F 265 (8)	--------	Riprap Protection	1/67	69,477	5/67	66,373
Cascade	F 64 (12)	0.356	GD-GS-Channel-SN-L	2/67	41,934	11/67	44,531
Flathead	F 102 (4) & F 270 (12)	--------	SL	2/67	9,275	11/67	9,561
Lewis & Clark	F 238 (11)	--------	Improve Sight Distance	2/67	28,035	8/67	28,221
Cascade	U 277 (7)	0.144	GD-GS-BPM-D-B	2/67	61,738	9/67	57,347
Cascade	F 9999 (6)	--------	TC Devices	3/67	68,947	9/67	68,978
Roosevelt	F 84 (34)	90.0'	MB-SPPC	5/67	89,787	10/67	85,955
Missoula	F 219 (24)	0.049	TC	5/67	3,409	6/67	3,062
Garfield	F 256 (24) U-2	131.5'	MB	8/67	69,363	6/68	69,521
Yellowstone	U 386 (8)	--------	L	8/67	11,367	4/68	10,368
Valley-Phillips	F 142 (15) & F 148 (11)	180.0'	MB	10/67	143,761	6/68	135,245(*)
				TOTALS	$19,876,718		$19,953,632

PRIMARY CARRYOVERS

County	Project Number	Project Length	Type of Work	Date of Letting	Amount of Contract
Missoula	F 237 (24)	2.624	GD-GS-BPM-MB (449.5')	5/66	$ 637,922
Wheatland	F 8 (15)	6.513	GD-GS-BPM-D	10/66	647,697
Fallon	F 86 (32)	6.442	GD-GS-GSS-BPM-D	10/66	679,050
Missoula	F 215 (16) U-1	7.488	GD-GS-BPM-D	10/66	2,159,557
Missoula	F 215 (16) U-2	346.0	MB	10/66	294,765
Lewis & Clark	U 249 (17) & F 214 (6)	2.466	GD-GS-BPM-D-SN	10/66	630,183
Glacier	F 190 (8)	5.858	GD-GS-BPM-D	11/66	616,318
Fergus-Musselshell	F 26(8), F 33(7), F 235(34) & F 333(33)	--------	TC Devices	3/67	9,229
Fallon	F FG 86 (30)	5.281	GD-BSB-BPM-D-MB (213.0')	5/67	786,390
Yellowstone	F 296 (17)	0.845	GR-GS-BPM-D-B	5/67	339,627
Garfield	F 247 (20)	1.022	GR-GS-RMO	6/67	176,257
Fergus	F 256 (27)	0.246	MB (91.5')-Apprs-SPPC	6/67	145,635
Powder River	F 407 (3)	8.767	GR-GS-BPM	6/67	779,023
Blaine	F 152 (9)	5.220	GR-Surf-BSB-BPM-MB (25.0')	7/67	964,110
Missoula	F 215 (17)	--------	L	7/67	10,692
Cascade	U 224 (13)	--------	L	7/67	21,581
Madison	F 281 (19)	1.015	GD-Surf-BPM	7/67	455,010
Yellowstone	F 187 (15)	--------	L	8/67	8,606
Yellowstone	F 228 (23)	--------	L-SN	8/67	27,154
Missoula	UF 219 (22)	2.236	GD-Surf-BPM	8/67	714,446
McCone	F 246 (18)	267.0'	MB	8/67	109,131
Garfield	F 256 (24) U-1	9.754	GD-Surf-BPM	8/67	1,246,627
Cascade	F 73 (5) U-1	11.121	GD-BPM	9/67	1,626,976
Yellowstone	F 108 (13)	1.739	GD-BPM	9/67	324,942
Missoula	F 237 (25)	6.575	GD-PMS Base-BPM	9/67	985,348
Yellowstone	F 296 (18)	1.034	L	9/67	27,951
Dawson	U 199 (8)	0.558	GD-BPM-SN-MB	10/67	118,171
D.L.-Bvrhd.-Silver Bow	F 43 (24)	50.6	Delineation	10/67	9,342
Beaverhead-Silver Bow	F 43 (25) U-2	304.0'	MB	10/67	177,497

Cascade	F 73 (5) U-2	666.5'	MB	10/67	388,191
Missoula	F 219 (29)	--------	GD-BPM-L	10/67	5,705
Silver Bow	U 70 (16)	--------	BPM-Part. Grading-D-MB	11/67	23,062
Beaverhead-Silver Bow	F 43 (25) U-1	2.745	GD-BPM	11/67	661,353
Carter-Powder River	F 47 (5) & F 198 (8)	--------	TC-Rev. Intersection	11/67	42,440
Cascade	F 64 (13)	0.227	Repair Slide Condition	11/67	100,042
Missoula	F 9999 (5) U-1	--------	SI-Rev. Intersection	12/67	41,360
Silver Bow	U 70 (16) U-2	0.325	Weigh Station-SN-L	1/68	1,913
Cascade	F 388 (10)	--------	S-LS	2/68	737
Carbon	F 106 (12) & F 107 (12)	9.663	GD-BPM-Bridge Widening	2/68	1,147,834
Dawson	F 245 (20) U-1	5.607	GD-BPM	4/68	799,660
Dawson	F 245 (20) U-2	332.0'	S & C-MB	4/68	127,085
Jefferson-Broadwater	ROW F 248 (14), F 248 (15) & F 248 (17)	1.015	GD-BPM-Part. FC-MB	4/68	282,387
Sweet Grass-Wheatland	F 45 (10), F 45 (11) & F 9999 (20)	39.124	GD-Surf-BPM-SN	5/68	283,181
Glacier	F 196 (7)	--------	SN-L	5/68	17,150
Yellowstone	F 296 (22)	--------	Storm Sewer-Replace Pavement	5/68	39,509
Phillips	F 333 (34)	7.177	FC	5/68	13,726
Powder River	F 198 (9) & F 334 (18)	20.609	PM-Bit. Base-PMS	6/68	890,850
Daniels	F 266 (10)	10.011	PMS	6/68	264,387
				TOTAL	$19,859,809

SECONDARY COMPLETIONS

County	Project Number	Project Length	Type of Work	Date of Letting	Amount of Contract	Date Completed	Final Amount
Sanders	S 58 (6)	1,056	GD-BRM-MB (650')	8/63	$ 720,860	11/66	$ 827,375
Lake-Flathead	S 65 (7)	4.864	GS-BPM	1/64	302,155	7/66	296,513
Chouteau	S 307 (15)	5.097	GD-GS-BPM	6/64	322,085	9/66	315,932
Gallatin	S 243 (3)	6.502	GD-GS-BPM	6/64	369,978	7/66	371,993
Valley (1)	R-AD 11 (1), S 368 (16)	14.870	GD-GS-BPM-Wid. Bridge	7/64	864,977	9/66	847,550
Lewis & Clark (#)	S 2 (17)	6.234	GS-BPM	8/64	225,524	8/66	223,271
Lincoln	S 410 (3)	6.565	GD	9/64	633,563	11/66	748,770
Toole	S 237 (3)	5.838	GD-GS-BPM	10/64	413,655	8/66	409,066
Fergus	S 405 (3)	7.856	GD-GS-BPM-MB (163')	11/64	618,172	8/66	615,557
Beaverhead	S 35 (14)	10.215	GS-BPM	6/65	365,670	7/66	363,525
Valley	S 286 (6)	10.437	GS-BPM	6/65	252,599	8/66	263,374
Hill	S 301 (14)	9.401	GD-GS-BPM	6/65	432,083	9/66	439,665
Teton	S 310 (8)	10.814	GD-GS-BPM	6/65	551,251	9/66	564,643
Custer	S 388 (6)	9.505	GS-BPM	6/65	299,096	7/66	290,563
Petroleum	S 399 (6)	4.681	GD-GS	7/65	233,328	11/67	255,796
Fergus	S 261 (3)	75'	MB	10/65	49,957	7/66	49,765
Liberty	S 339 (12)	1.161	GD-GS-MB (346')	10/65	322,588	11/66	309,888
Prairie	S 406 (3)	7.156	GD-GS	10/65	279,167	4/67	275,505
Daniels	S 15 (13)	(a) 7.194	GD-GS-BPM-SN	11/65	372,092	9/67	357,885
Cascade	S-US 421 (3)	1.943	GD-GS-BPM-SL	11/65	496,282	11/66	509,441
Phillips	S 335 (8)	(a) 9.844	GD-GS-BPM	2/66	106,904	11/67	101,563
Lewis & Clark	S 2 (18)	8.263	GR-SN	2/66	26,974	7/66	27,031
Big Horn	S 260 (8)	6.278	GD-GS-BPM-MB (101.5')	2/66	529,434	8/67	547,608
Madison	S 59 (4)	2.399	GD-GS	4/66	439,464	10/66	437,029
Powell	S 343 (9)	7.756	GD-GS-BST-Widen Bridge	4/66	431,287	7/67	460,352
Rosebud	S 362 (7) U-1	8.131	BPM	5/66	155,012	5/67	148,314

Broadwater	S 6 (8)		4.754	GS-BPM-GR	6/66	187,950	11/66	180,318
Sweet Grass	S 28 (9)		8.843	GS-BPM	6/66	221,043	7/67	202,779
Wibaux	S 128 (5)		3.860	GD-GS-BPM	6/66	285,359	7/67	294,670
Carbon	S 154 (5)		7.464	GD-GS-BPM	6/66	482,863	7/67	485,372
Cascade-Judith Basin	S 183 (4)		12.331	GS-BPM	6/66	292,053	6/67	286,375
Prairie	S 302 (19)		9.214	GS-BPM	6/66	207,278	11/66	196,841
Flathead	S 404 (4)		1.719	GD-GS-BPM	6/66	228,136	8/67	236,580
Madison	S 427 (3)		278'	MB	6/66	174,663	8/67	169,223
Phillips	S 428 (3) U-1		9.138	GD-GS-BPM	6/66	812,262	9/67	817,428
Phillips	S 428 (3) U-2		186.5'	MB	6/66	80,454	12/66	80,593
Pondera	S 193 (6)	(a)	1.955	GD-GS	7/65	40,174	8/67	38,083
Jefferson-Madison	S 167 (7)		289.0'	MB-Apprs.	7/66	164,796	9/67	153,613
Pondera	S 193 (9)		6.055	GD (3.389)-GS-BPM	7/66	406,387	10/67	384,027
Golden Valley	S 263 (3)		4.711	GD-GS-BPM-D-MB (101.5')	8/66	394,922	8/67	385,495
Cascade	S 312 (5)		5.877	GD-GS-BPM-D	9/66	629,092	10/67	623,069
Blaine	S 430 (3) U-1		3.605	GD-GS-BPM-D	10/66	270,144	12/67	259,111
Blaine	S 430 (3) U-2		297.0'	MB (2)	10/66	152,223	8/67	150,634
Missoula	US-USG 224 (5)		484.5'	MB	11/66	224,458	5/68	221,762(*)
Lake	S 424 (3)		2.775	GD-GS-BPM-D	1/67	247,961	6/68	277,228(*)
Rosebud	S 323 (14)		30.587	GD-GS-BPM-Seal Cov.-MB (91.5')	4/67	217,577	10/67	231,237
Fallon	S 398 (3)		6.093	GD-GS	4/67	170,200	11/67	171,093
Toole	S 237 (6)		5.339	GD-GS-BPM-MB (70.0')	5/67	394,706	5/68	396,412
Lake	S-OOS (2)		20.100	TC Devices	6/67	9,699	8/67	8,886
Carbon	S 289 (9)		--------	SPP-Apprs.	7/67	24,068	10/67	25,171
				TOTALS		$16,132,625		$16,333,974

(1) R-AD 11 (1) $700,000 Air Defense Funds

(#) Includes $56,597.32 Supplemental Agreement

SECONDARY CARRYOVERS

County	Project Number		Project Length	Type of Work	Date of Letting	Amount of Contract
Lincoln	S 410 (4)		6.565	GS-BPM	6/65	$ 377,529
Yellowstone	S 422 (4)	(a)	0.859	GD-GS-BPM-D-MB	9/66	184,411
Treasure	S 367 (5)		704.0'	GD-GS-BPM-D-MB	9/66	646,836
Gallatin	S 182 (4)		7.435	GD-GS-BPM-D-MB (425.0')	10/66	788,319
Daniels	S 15 (14)		6.987	GD-GS-BPM-D	5/67	258,035
Jefferson	S 412 (6)	(a)	0.531	GD-GS-BPM-D	6/67	53,283
Big Horn	S 322 (9)		7.632	GD-GS-BPM-MB (91.5')	6/67	791,583
Roosevelt-Richland	S 387 (3)		1,056.0'	MB-Apprs.	6/67	1,270,556
Flathead	S 404 (5)		2.441	GD-BSS-PMS	6/67	357,620
Blaine	S 217 (2)	(a)	1.465	GD-GS-BSB-BPM-MB	7/67	31,027
Yellowstone	S 433 (3)		7.882	GD-GS-BPM-MB (186.5')	7/67	635,741
Yellowstone	S 192 (8)	(a)	--------	L-SN	8/67	9,751
Hill	S 222 (6), S 245 (3)		12.509	BPM-MB (101.5')	8/67	250,654
Ravalli	S 431 (3)		299.5'	GD-BPM-MB	9/67	442,097
Pondera-Glacier	S 193 (10)		9.557	GD-BPM-MB (91.5')	9/67	779,953
Missoula	S-SG 224 (6), S 224 (10)	(a)	1.807	GD-BPM-L	10/67	411,754
Roosevelt	S 438 (3)		10.307	GD-BPM	10/67	682,348
Garfield	S 42 (9)		6.643	GD-BPM	11/67	338,942
Rosebud	S 259 (4)		682.03'	MB	11/67	496,431
Missoula	S 218 (10)	(a)	0.024	SI-Rev. Intersection	12/67	19,035

McCone	S 429 (3)	7.107	GD-BPM	12/67	481,814
Broadwater-Rosebud-Golden Valley-Carbon	S 6(9), S 154(6), S 263(4), S 362(8)	25.060	Seal Coat	3/68	49,723
Daniels-Wibaux-Prairie-Phillips	S 15(15), S 128(6), S 302(20), S 428(4)	36.394	Seal Coat	3/68	77,674
Rosebud	S 259 (5)	0.722	GD-BPM-MB (203.0')	4/68	222,067
Deer Lodge	S 294 (5), S 440 (3)	2.948	GD-GS-BPM-MB (75.0')	5/68	404,950
				TOTAL	$10,062,133

MISCELLANEOUS COMPLETIONS

(CJF) Screening—R-AD—Emergency Relief—(SMP) State Maintenance—(LS) Landscaping & ROW Projects

County	Project Number	Project Length	Type of Work	Date of Letting	Amount	Date Completed	Final Amount
Cascade	R-AD 10 (1), R-AD 12 (1)	1.288	GD-GS-BPM	5/66	$ 178,398	10/67	$ 179,971
			TOTALS		$ 178,398		$ 179,971
Flathead	ER 52 (2) (F 375)	--------	Removal of Structure	4/65	525,799	8/66	509,111
Pondera	ER 57 (5) (S 193)	--------	Structure	4/65	170,847	7/66	168,493
Chouteau	ER 50 (4) (S 336)	0.520	GD-GS-Structure	6/65	268,856	9/66	252,923
Pondera	ER 57 (4) U-2, ER 57 (5) U-2 (a)	1.581	GD-GS-Apprs.	7/65	133,335	8/67	124,744
			TOTALS		$ 1,098,837		$ 1,055,271
(1) Big Horn-Treasure	SMP 0299-66	--------	Crush-Stockpile	1/66	100,107	10/66	99,568
(2) Carbon-Stillwater	SMP 0599-66	--------	Crush-Stockpile	1/66	88,317	10/66	87,892
Gallatin-Madison-L. & C.-Sweet Grass	SMP 1699-66	--------	Crush-Stockpile	7/66	103,275	5/67	102,182
Fergus-Judith Basin-Meagher-Wheatland	SMP 5499-66	--------	Crush-Stockpile	7/66	83,580	4/67	83,580
Granite-Lake-Mineral-Missoula-Ravalli	SMP 3199-66	--------	Crush-Stockpile	8/66	180,496	5/67	180,815
Flathead-Sanders-Lake-Lincoln	SMP 1599-67	--------	Crush-Stockpile	1/67	134,856	11/67	137,370
Jefferson-Silver Bow	SMP 4799-67	--------	Crush-Stockpile	10/67	49,125	1/68	47,625
			TOTALS		$ 739,756		$ 739,032
Beaverhead	LSI 15-1 (1) 53	--------	Safety Rest Area	4/66	30,400	5/67	31,838
Mineral	LSI 90-1 (1) 74	--------	Safety Rest Area	4/66	48,230	5/67	49,893
Jefferson	LSI 90-5 (1) 233	--------	Safety Rest Area	4/66	49,672	5/67	57,429
Treasure	LSI 94-2 (1) 63	--------	Safety Rest Area & Ramps	4/66	154,230	5/67	156,739
Custer	LSF 2-86 (1)	--------	Safety Rest Area	4/66	89,514	7/67	85,556
Hill	LSF 1-95 (1)	--------	Safety Rest Area	4/66	47,094	6/67	50,490
Valley	LSF 1-155 (1)	--------	Safety Rest Area	4/66	66,731	6/67	73,504
Madison	LSF 13-244 (1) U-1	--------	Water Well	4/66	1,499	8/66	1,177
Madison	LSF 13-244 (1) U-2	--------	Safety Rest Area	5/66	24,548	8/67	35,607
			TOTALS		$ 511,918		$ 542,233
Jefferson	ROW I-IG 90-5 (4) 240	--------	FC	10/64	3,254	12/66	6,170
Pondera	ROW F 190 (5)	3.793	FC	4/65	7,750	10/66	8,464

(1) Also Yellowstone County

(2) Also Yellowstone County

Glacier	ROW F 190 (5) U-2	5.926	FC	8/65	11,285	10/66	11,189
Hill	ROW F 252 (17)	5.125	FC	9/65	5,259	11/66	5,622
Madison	ROW F 244 (9)	7.513	FC	1/66	13,913	7/67	17,511
Madison	ROW S 59 (3)	2.399	FC	4/66	2,312	10/66	3,068
Powell	ROW S 343 (8)	7.756	FC	4/66	2,186	6/66	3,101
Missoula	ROW F 237 (19)	2.624	FC	5/66	1,679	7/66	1,855
Carbon	ROW S 154 (4)	....	FC	7/66	2,155	9/66	1,951
Missoula	ROW F 215 (10)	....	FC	9/66	810	12/66	726
Glacier	ROW F 190 (5) U-3	....	FC	1/67	9,316	11/67	10,007
Toole	ROW S 237 (5)	....	FC	5/67	2,682	10/67	2,559
Big Horn	ROW S 322 (8)	7.632	FC	6/67	20,597	4/68	20,452
Glacier	ROW F 190 (5) U-4, F 190 (9)	17.784	FC	7/67	3,665	9/67	1,778
Park	ROW F 217 (8)	1.611	FC	7/67	6,892	11/67	7,297
Yellowstone	ROW S 433 (2)	7.882	FC	7/67	2,069	9/67	2,144
Ravalli	ROW S 431 (2)	....	FC	8/67	368	10/67	325
			TOTALS		$ 116,644		$ 104,219
Yellowstone	CJF 53 (1)	0.114	Screen	6/67	3,296	12/67	533
Roosevelt-Golden Valley-Phillips	CJF84(1), CJF155(1), CJF240(1), CJF333(1)	1.261	Screen	6/67	13,110	5/68	12,899
Rosebud	CJF 135 (1)	0.397	Screen	6/67	4,463	5/68	4,455
			TOTALS		$ 20,869		$ 17,887
			GRAND TOTALS		$ 2,645,970		$ 2,638,613

MISCELLANEOUS—(Continued)

County	Project Number	Project Length	Type of Work	Date of Letting	Amount of Contract
Mineral-Missoula	SMP 3299-67	....	Crush-Stockpile	10/67	$ 124,374
Madison-Beaverhead	SMP 0150-01-68, SMP 2920-01-68	....	Clean-Paint	3/68	10,800
Flathead-Lincoln	SMP 1530-01-68, SMP 2710-02-68	....	Clean-Paint	3/68	17,624
Madison-Gallatin-Jefferson	SMP 2910-01-68, SMP 2950-01-68	....	Clean-Paint	3/68	16,700
Golden Valley-Musselshell	SMP 1999-68	....	Crush-Stockpile	3/68	40,257
Toole	LSI 15-8 (2) 387	....	Safety Rest Area	2/67	101,590
Yellowstone	LSI 90-8 (3) 443, LSF 7-228 (2) (a)	....	Sprinklers-L-S	3/67	19,204
Flathead	LSF 1-257 (2)	1.521	Sprinklers-S	4/67	61,303
Lewis & Clark	LSI 15-4 (1) 183	....	L	8/67	105,466
Missoula	LSI 90-2 (2) 105	....	L	8/67	81,155
Carbon	LSF 106 (1)	....	Rest Area	11/67	80,562
Missoula	ROW F 237 (23)	6.575	FC	9/67	1,624
Cascade	ROW F 73 (4)	11.121	FC	11/67	21,519
Pondera-Glacier	ROW S 193 (8)	9.557	FC	11/67	20,908
Deer Lodge	ROW S 294 (3)	2.282	FC	4/68	3,009
				TOTAL	$ 706,095

(1) Also Yellowstone County
(2) Also Yellowstone County

FOREST HIGHWAY SYSTEM PROJECTS

The U. S. Bureau of Public Roads is responsible for the construction of those portions of the State Highway System which lie within National Forests. These roads, aside from right of way, are constructed entirely with Federal Funds, maintenance is done by the State. The following tabulation details Montana's forest highway projects that were awarded during the biennium and not completed, projects started before July, 1966 and completed during the biennium and projects started and completed during the biennium.

Projects Started Prior to July 1, 1966 and Completed During Biennium

Project	Location	Length	Type Work	Award Date	Contract Amount	Final Contract Cost	Completion Date
ERFO 41(1)	On State Route 499, 7.1 miles easterly from junction with State Route 287, easterly 15.3 miles to junction with US Route 191 thence southerly 1.2 miles on US 191 toward West Yellowstone	16.5	Grade, base, bit. plt. mix paving	Oct. 1963	$1,301,453.28	$1,928,786.00	Aug. 1966
ERFO 44(1) FHP 13-2(2)	US 2, West Glacier-Essex	12.3	Grade, base, bit. plt. mix surf.	June 1965	1,340,148.80	1,425,494.00	Dec. 1966
ERFO 44(2)	US 2, Essex-Summit	12.2	Grade, base, bit. plt. mix, bridges	Aug. 1965	1,711,109.80	1,793,962.00	Oct. 1967
FHP 9-1(3)	Paradise-St. Regis Cutoff	3.1	Grading and special sub-base	Oct. 1965	364,237.00	374,227.00	July 1966
FHP 16-1(1)	SH 38, west forest boundary—east	4.5	Grade, base	Dec. 1965	363,930.00	374,190.00	Sept. 1966
FHP 51-2(1)	5 miles north from Otter—north 3.2 miles	3.2	Grade, base, bit. surf. treat.	Dec. 1965	191,289.00	205,108.00	Oct. 1966
FHP 57-1(1)	Begins approximately 10 miles easterly of Libby, Montana, and extends easterly 4.528 miles along the river bank	4.5	Grade, base, bit. plt. mix surf., bridge	June 1966	1,663,354.25	1,762,379.00	June 1968
Contracts Awarded During Biennium—Not Completed as of June 30, 1968							
FHP 51-2(2)	Begins approximately 8 miles north of Otter northerly 6.7 miles	6.705	Grade, Base, Seeding	June 1968	$ 478,418.00	$ 516,252.00	Aug. 1969
FHP 59-2(4) 59(4)	US 212, 5.5 miles southwest of Red Lodge, Montana, southwesterly	4.227	Grade, Base, Bit. Plant Mix	May 1968	670,007.00	667,135.00	Oct. 1969
ERFO 44(3)	US 2, Essex-Summit, 29 miles east and south of West Glacier	0.141	Bridge	Aug. 1966	558,876.00	567,720.00	July 1969
ERFO 44(4)	US 2, begins 24 miles southeast of West Glacier, 2.8 miles southeast to the Walton Ranger Station	2.975	Grade, Base, Bit. Plant Mix	Oct. 1967	571,505.00	556,089.00	July 1969
Projects Started and Completed During Biennium (July 1, 1966 - June 30, 1968)							
FHP 45-3(1) 45-2(1)	State Secondary Route No. 449. 33 miles southerly of Ennis, easterly 23 miles to Duck Creek Wyo., thence southerly on US 287 to North Town limits of West Yellowstone	7.4	Grade, Base, Bit. Plant Mix Paving	Oct. 1966	$ 593,677.00	$ 650,000.00	June 1968

FINANCIAL REPORT

Receipts and expenditures during the 1966-1968 biennium amounted to $152,159,875.21 and $150,464,796.01, respectively.

The State Highway Commission operates through two basic accounts: The State Highway Earmarked Revenue Account #213800 and the State Highway Federal and Private Revenue Account #410410. Funds received from the Federal government, cities and counties are deposited in the Federal and Private Revenue Account, together with amounts of State funds required to finance the State's share of construction contracts. Payments from this fund are made to contractors, railroads and public utilities and for engineering salaries on Federal Aid highway construction projects. Receipts from State sources and other miscellaneous sources are deposited in the Earmarked Revenue Account. Payments for all items, except those related to construction, are paid from this account.

Federal Aid plays an important part in the State Highway Construction program. At two-year intervals, Congress appropriates money to finance the nationwide Federal Aid Construction program. This money is apportioned to the various states under established formulas. The money may be used for right-of-way acquisition, preliminary engineering, construction engineering and construction, with matching funds to be provided by the states at specified ratios. In Montana, the Federal participating rate is approximately 91% for the Interstate funds and 57% for the Primary, Secondary and Urban funds. The overall matching ratio is approximately 75% Federal funds and 25% State funds. The Federal funds may not be used for administration or maintenance of the highways; these costs must be financed entirely from State funds.

When Federal Aid projects are programmed, Federal funds are obligated for these projects; however, actual payment to the State Highway Commission is not made until work has actually been performed and costs incurred. This procedure makes is necessary for the State Highway Commission to finance both the State and the Federal shares of costs incurred until such time as periodic billings can be prepared and submitted to the Bureau of Public Roads and payment therefor can be received. A current billing and concurrent audit procedure, which has been approved by the Bureau of Public Roads, permits the State Highway Commission to receive reimbursement from the Bureau of Public Roads within a short time after the billing is made, and this procedure minimizes the length of time that the State Highway Commission must finance the Bureau of Public Roads' share of the expenditures.

The great developments which have taken place in the overall highway program are illustrated by comparing receipts and expenditures for fiscal years 1967 and 1968 with similar items during 1956, the year when the expanded Interstate System construction program was initiated.

FINANCIAL REPORT

Receipts and Expenditures for the 1967-1968 Biennium

TOTAL RECEIPTS

SOURCE:	Amount	Percent of Total
State Fees and Taxes	$ 56,070,813.33	
Less: Legislative Appropriations	783,300.00 Cr.	
Net to State Highway Commission	$ 55,287,513.33	36.33
Federal Aid	$ 94,852,016.15	62.33
Other Federal Funds	2,172,347.71	1.43
Sub-total—Federal Funds	$ 97,024,363.86	63.76
Miscellaneous	152,001.98 Cr.	(.09)
TOTAL RECEIPTS	$152,159,875.21	100.00

STATE-SOURCE RECEIPTS

SOURCE:	Amount	Percent of Total
Motor Fuel Taxes	$ 43,354,402.66	77.32
Gross Vehicle Weight Taxes	9,997,245.23	17.83
Other Motor Vehicle Taxes	2,719,165.44	4.85
Sub-total—Highway Use Taxes	$ 56,070,813.33	100.00
Miscellaneous	—	
TOTAL RECEIPTS FROM STATE SOURCES	$ 56,070,813.33	100.00

EXPENDITURES

PURPOSE:	Amount	Percent of Total
Construction	$122,631,027.44	81.50
Maintenance	16,456,234.94	10.94
Administration	7,240,742.51	4.81
Capital Items	1,031,961.76	.69
Miscellaneous	3,104,829.36	2.06
TOTAL EXPENDITURES	$150,464,796.01	100.00

COMPARISON OF RECEIPTS AND EXPENDITURES

FOR FISCAL YEARS 1956, 1967 AND 1968

Category	FY 1956	FY 1967	FY 1968	Per Cent Increase 1956-1968
RECEIPTS:				
Motor Fuel Tax	$17,157,899	$21,084,190	$22,270,212	29.79
Gross Vehicle Weight Tax	2,698,084	4,387,430	5,609,815	107.91
Other Motor Vehicle Fees	113,442	1,816,615	3,074,898	2610.55
Sub-total—Highway User Fees	$19,969,425	$27,288,235	$30,954,925	55.01
Federal Funds	9,960,432	50,892,245	43,959,771	341.34
Miscellaneous	289,356	(179,104)	27,103	(90.63)
Sub-total—Receipts	$30,219,213	$78,001,376	$74,941,799	147.99
Less: Legislative Appropriations	—126,624	—334,500	—448,800	254.43
Net to State Highway Commission	$30,092,589	$77,666,876	$74,492,999	147.54
EXPENDITURES:				
Construction	$18,820,440	$64,108,825	$58,522,202	210.95
Maintenance	5,825,809	8,316,830	8,139,405	39,71
Administration	1,493,937	3,657,887	3,582,856	139.83
Capital Items	527,106	1,236,330	(204,369)	(138.77)
Miscellaneous	2,485,600	974,229	2,130,600	(14.28)
Total Expenditures	$29,152,892	$78,294,101	$72,170,694	147.55

As shown in this table, the collection of state highway user taxes has increased by about 55% from 1956 to 1968; Federal funds have increased by about 341%; and the total receipts have increased by about 148%.

The impact of increased Federal funds is reflected in the 211% expansion in the highway construction program, the only program where Federal funds can participate.

Although maintenance responsibilities have increased with the construction of new Interstate System highways with their greater surface areas and special features, it has been possible to restrict maintenance expenditures to a 40% increase from 1956 to 1968.

The Fortieth Legislative Session increased the State gasoline tax from 6.0¢ per gallon to 6.5¢ per gallon with the proceeds of $1,500,000 per year being divided among the cities and counties in the proportion of $900,000 per year to the cities and $600,000 per year to the counties.

During the same Legislative Session, Gross Vehicle Weight taxes were increased by about 25% and a tax was also applied to new trucks and trailers similar to the tax on new passenger cars that has been in effect for many years.

It has been known for several years that the State of Montana would need greatly increased funds to complete the Interstate System in this state by the deadline date established in Federal legislation. Approximately one-half of the 1,180 miles on this system in Montana were originally to be constructed to two-lane standards, but Congress later specified that all Interstate System highways must be constructed to four-lane standards.

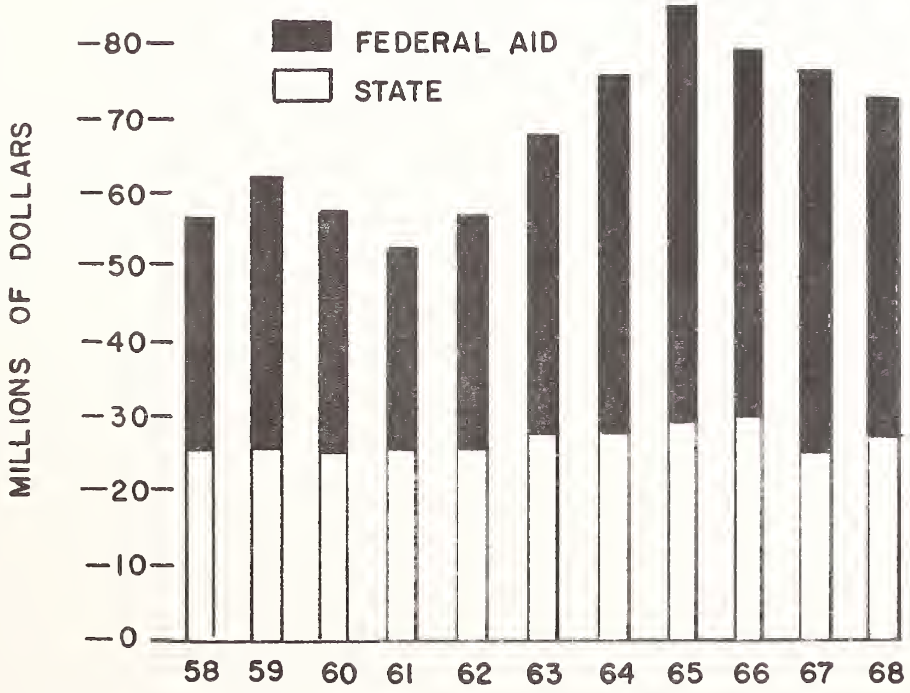
This requirement increased greatly the amount of money that must be spent in this state to complete the entire Interstate System to the higher standards. As a consequence, the amount of Federal Interstate funds has been increased from $37,849,216 in fiscal year 1969 to $74,513,000 for fiscal years 1970 through 1973. This doubling of the Federal funds also involves a doubling of the State macthing funds required.

In addition to the increase for the Interstate System, the Federal funds for the Primary, Secondary and Urban highways have been increased from $14,298,256 in fiscal year 1969 to $18,527,000 for fiscal years 1970 and 1971.

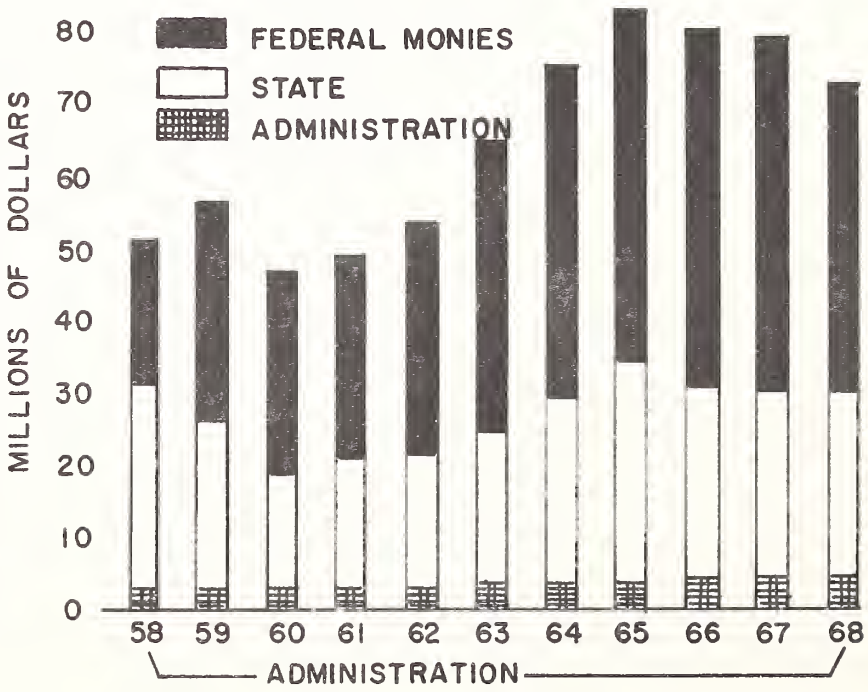
The total Federal funds for all systems increased from $52,723,856 for fiscal year 1969 to $93,040,000 for fiscal years 1970 and 1971. The State matching funds required have increased correspondingly from $14,626,687 in fiscal year 1969 to $21,335,000 in fiscal years 1970 and 1971.

The increase in Federal funds available for highway improvement in Montana creates a badly-needed opportunity to overcome highway deficiencies which have accumulated over a period of many years; however, this objective cannot be achieved unless the additional State funds are provided to match the available Federal funds. The need for additional State highway revenue will be presented for consideration of the Forty-First Legislative Assembly which convenes in 1969.

RECEIPTS—PAST 10 YEAR PERIOD



EXPENDITURES—PAST 10 YEAR PERIOD



OPENING FUND BALANCES AND RECEIPTS

	FY 1967	FY 1968	1967-1968 Biennium
FUND BALANCES AS OF JULY 1			
State Highway Fund—213800	$ 3,288,185.44	$ 2,809,084.42	$ 6,097,269.86
State Highway Trust Fund—410410	3,721,713.46	3,573,620.97	7,295,334.43
G.V.W. Income Holding Account		32.11 Cr.	32.11 Cr.
Total Fund Balances	$ 7,009,898.90	$ 6,382,673.28	$ 13,392,572.18
RECEIPTS—State Sources			
Motor Fuel Taxes	$21,084,190.51	$22,270,212.15	$ 43,354,402.66
U.S. Government Permits & Leases	1,060,613.25	1,111,734.46	2,172,347.71
Gross Vehicle Weight Fees	4,387,430.19	5,609,815.04	9,997,245.23
New Auto Caravan Taxes	7,053.75	2,312.25	9,366.00
Size & Weight Fees	122,927.00	125,527.00	248,454.00
Proportional Licensing Fees	112,029.00	111,761.89	223,790.89
Violations—Special Fuel Permits	389.50	1,746.50	2,136.00
City & County Motor Fuel Taxes		1,500,000.00	1,500,000.00
Miscellaneous Income	513,602.37	221,816.18	735,418.55
Gross Receipts—State Sources	$27,288,235.57	$30,954,925.47	$ 58,243,161.04
Less: Approp. by Legislature	—334,500.00	—448,800.00	—783,300.00
Net Receipts—State Sources	$26,953,735.57	$30,506,125.47	$ 57,459,861.04
RECEIPTS—Federal Aid			
Preliminary Engineering	$ 3,101,784.50	$ 3,540,949.94	$ 6,642,734.44
Right-of-Way	2,627,944.01	3,606,715.55	6,234,659.56
Utility Relocation	373,799.63	907,421.39	1,281,221.02
Construction Engineering	4,473,780.67	3,112,997.85	7,586,778.52
Construction	39,606,561.86	32,346,114.80	71,952,676.66
Planning Survey	708,374.73	445,571.22	1,153,945.95
Total Receipts—Federal Aid	$50,892,245.40	$43,959,770.75	$ 94,852,016.15
MISCELLANEOUS RECEIPTS			
Counties, Cities, Railroads, etc.	179,104.95 Cr.	27,102.97	152,001.98 Cr.
Grand Total Receipts	$77,666,876.02	$74,492,999.19	$152,159,875.21
TOTAL FUNDS AVAILABLE	$84,676,774.92	$80,875,672.47	$165,552,447.39

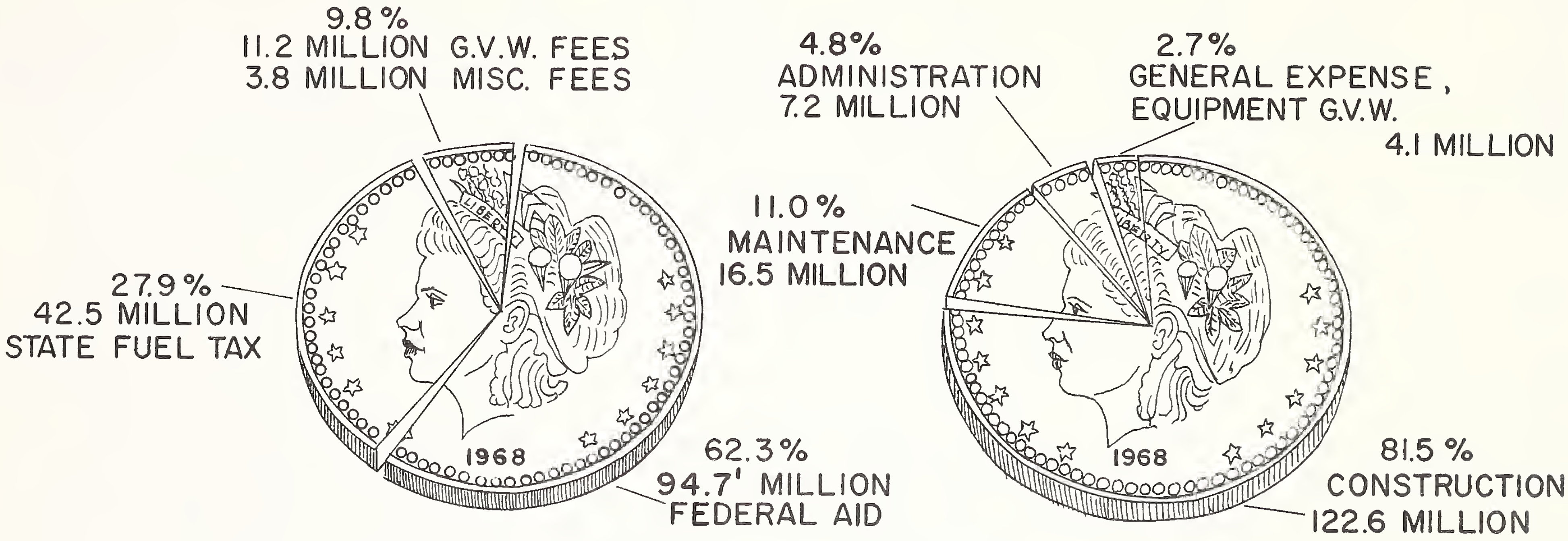
EXPENDITURES AND CLOSING FUND BALANCES

	FY 1967	FY 1968	1967-1968 Biennium
CONSTRUCTION, MAINTENANCE AND ADMINISTRATION EXPENDITURES			
Preliminary Engineering	$ 4,293,445.34	$ 4,976,643.12	$ 9,270,088.46
Right-of-Way	3,805,722.87	4,630,996.07	8,436,718.94
Utility Relocation	792,922.38	1,237,483.35	2,030,405.73
Construction Supervision	4,358,980.15	3,772,407.08	8,131,387.23
Construction Contracts	49,988,383.75	43,220,029.83	93,208,413.58
Planning Survey	869,370.90	684,642.60	1,554,013.50
Maintenance of Highways	8,316,829.77	8,139,405.17	16,456,234.94
Maintenance Supervision	648,826.92	659,640.67	1,308,467.59
General Administration	972,810.31	962,834.78	1,935,645.09
Highway Commissioners' Expense	31,733.83	22,215.01	53,948.84
State Paid Supervision	1,852,561.36	1,694,160.58	3,546,721.94
State Advertising	151,954.18	244,004.87	395,959.05
Gross Vehicle Weight Tax Collection	188,604.05	553,911.21	742,515.26
Regulation of Vehicle Size & Weight	345,250.26	—	345,250.26
Radio Repair and Operation	35,471.98	24,660.17	60,132.15
Highway Maps	83,505.58	89,189.74	172,695.32
Miscellaneous Expense	702,837.86	1,275,144.67	1,977,982.53
Roadside Rest Areas	52,207.04	89,485.24	141,692.28
Flood Damage Repair	184,360.18 Cr.	—	184,360.18 Cr.
Repairs to Buildings and Equipment	56,732.61	96,631.83	153,364.44
City & County Administrative Exp.	—	14,300.03	14,300.03
City & County Construction Exp.	—	140,688.28	140,688.28
Inventory Adjustments	—	539,744.75	539,744.75
Rose Bowl Parade Expense	—	9,781.21	9,781.21
Sub-total	$77,363,790.96	$73,078,000.26	$150,441.791.22
CAPITAL EXPENDITURES			
Major Road Equipment	$ 734,842.47	$ 425,033.90	$ 1,159,876.37
Other Equipment	359,547.81	69,143.81	428,691.62
Highway Buildings	147,572.18	274,196.88	421,769.06
Gravel Stockpiles	124,614.79 Cr.	715,565.10 Cr.	840,179.89 Cr.
Supplies & Materials Inventories	71,336.52	44,605.32 Cr.	26,731.20
Other Capital Expenditures	47,646.10	221,263.27 Cr.	173,617.17 Cr.
Sub-total	$ 1,236,330.29	213,059.10 Cr.	$ 1,023,271.19
Less Equipment Earnings	—306,019.61	—694,246.79	—1,000,266.40
Net Capital Expenditures	$ 930,310.68	$ 907,305.89 Cr.	$ 23,004.79
Net Total Expenditures	78,294,101.64	72,170,694.37	150,464,796.01
Plus Closing Fund Balances	6,382,673.28	8,704,978.10	15,087,651.38
TOTAL EXPENDITURES AND BALANCES	$84,676,774.92	$80,875,672.47	$165,552,447.39

THE HIGHWAY DOLLAR

WHERE IT CAME FROM

WHERE IT WENT



TOTAL HIGHWAY EXPENDITURE FOR BIENNIUM 150.4 MILLION

HIGHWAY MAINTENANCE REPORT

The Highway Department was maintaining 7,275 miles of highway by the end of the 1966-68 biennium. This is an increase of 525 miles over the previous biennium. Of the additional mileage, 277 miles consist of new Interstate highway, 154 miles of Secondary roads formerly under the care of the counties, 49 miles of new frontage roads, and 45 miles of new ramps.

Direct highway maintenance costs for the past biennium amounted to $18,449,416.13, which represents an increase of $209,401.86 or 1.3 percent. Material costs were up two percent and wages were up three percent.

The average number of employees in the 11 maintenance divisions varies from 45 in smaller divisions to 95 in larger divisions. Mileage of road maintained by the maintenance divisions varies from 562 to 868. Division mileage is divided into sections, 30 to 50 miles in length, each of which is manned by a sectionman and one or more helpers who perform the necessary general maintenance operations.

A Division Maintenance Supervisor in each division is in charge of all maintenance work, stores and equipment pertaining thereto, and the operations of shop and storage facilities. Division offices are located at Missoula, Kalispell, Butte, Bozeman, Great Falls, Havre, Glendive, Wolf Point, Billings, Miles City and Lewistown. Maintenance Supervisors are under the direction of the six (6) district engineers.

SUMMARY OF DIRECT MAINTENANCE COSTS BY DIVISION

	FISCAL YEAR 1967			FISCAL YEAR 1968		
Division	Miles Maintained	Total Cost	Cost Per Mile	Miles Maintained	Total Cost	Cost Per Mile
Missoula	771	$1,221,279.60		771	$1,197,930.79	$1,553.74
Kalispell	623	1,119,970.19	1,797.70	624	1,056,122.30	1,692.50
Butte	861	1,061,075.16	1,232.38	868	1,151,419.96	1,326.52
Bozeman	535	545,235.74	1,019.13	572	562,730.14	983.79
Great Falls	651	903,246.67	1,387.48	703	883,477.97	1,256.73
Havre	480	629,321.14	1,311.09	562	574,115.21	1,021.56
Glendive	589	500,279.60	849.37	589	464,940.64	789.37
Wolf Point	620	462,205.98	745.49	620	476,940.23	769.25
Miles City	542	542,552.01	1,001.02	558	508,668.69	911.59
Billings	648	718,262.17	1,108.43	690	670,646.63	971.95
Lewistown	697	610,557.83	875.98	718	595,767.41	829.76
TOTALS	7,017	$8,313,986.09	$1,184.83	7,275	$8,142,759.57	$1,119.28

MAINTENANCE EXPENDITURES—DIRECT AND INDIRECT

		F. Y. 1967	F. Y. 1968	Biennium
1.	General Maintenance All Items Except 2 and 3	$ 4,981,597.29	$ 5,210,119.49	$10,191,716.78
2.	Snow Removal	976,519.67	886,250.75	1,862,770.42
3.	Sanding	970,858.74	869,730.72	1,840,589.46
	SUB-TOTAL GEN. MAINT. LESS OVERHEAD	6,928,975.70	6,966,100.96	13,895,076.66
4.	SPECIAL MAINTENANCE—LESS OVERHEAD	261,811.02	293,615.40	555,426.42
5.	BETTERMENTS—LESS OVERHEAD	1,123,199.37	883,043.21	2,006,242.58
	TOTAL ROAD MAINTENANCE ONLY	$ 8,313,986.09	$ 8,142,759.57	$16,456,745.66
	OVERHEAD CHARGES			
6.	Supervision	$ 648,826.92	$ 659,640.67	$ 1,308,467.59
7.	Administration—Helena Shop	35,802.28	37,687.34	73,489.62
8.	Upkeep and Repair of Maintenance Buildings	50,969.32	42,749.78	93,719.10
9.	Upkeep and Repair of Shop Equipment	9,478.71	6,768.36	16,247.07
10.	Upkeep and Repair of Radio Facilities	35,471.98	24,660.17	60,132.15
11.	Roadside Rest Area Expense	52,207.04	89,485.24	141,692.28
	SUB-TOTAL—OVERHEAD CHARGES	832,756.25	860,991.56	1,693,747.81
	SUB-TOTAL—ROAD MAINTENANCE ONLY INCLUDING OVERHEAD	$ 9,146,742.34	$ 9,003,751.13	$18,150,493.47
	STORES ACCOUNTS—INCREASE OF DECREASE			
12.	Crushed Gravel	$ 110,830.99 Cr.	$ 538,704.57 Cr.	$ 649,535.56 Cr.
13.	District Stores	9,046.09	99,639.54 Cr.	90,593.45 Cr.
14.	Equipment Stores	51,849.04	69,095.32 Cr.	17,246.28 Cr.
15.	Helena Stores	—	—	—
	SUB-TOTAL STORES INCREASE OR DECREASE	$ 49,935.86 Cr.	$ 707,439.43 Cr.	$ 757,375.29 Cr.
16.	**EQUIPMENT ACCOUNT**			
	Rental Earned	$ 2,550,634.98	$ 2,829,560.12	$ 5,380,195.10
	Repair Costs	2,244,615.37	2,135,313.33	4,379,928.70
	Purchases	898,067.03	621,458.11	1,519,525.14
	SUB-TOTAL—RENTAL EXCESS OF DEFICIT	$ 592,047.42	$ 72,788.68 Cr.	$ 519,258.74
	CAPITAL ASSET BUILDING ACCOUNTS			
17.	New Buildings, Storage, Sandhouses, etc.	$ 147,572.18	$ 274,196.88	$ 421,769.06
18.	New Fuel Oil Facilities	8,068.85	2,969.70	11,038.55
19.	New Road Oil Facilities	9,810.87	2,431.45	12,242.32
20.	New Shop Tools	6,238.00	13,724.18	19,962.18
21.	New F. M. Radio Stations	32,625.59	1,240.94	33,866.53
22.	Roadside Rest Areas	26,714.34	12,835.25	39,549.59
	SUB-TOTAL—CAPITAL ASSET BUILDING	$ 231,029.83	$ 307,398.40	$ 538,428.23
	MISCELLANEOUS			
23.	City and County Non-Reimbursable	$ 7,436.28	$ 1,254.51	$ 8,690.79
24.	Miscellaneous Refunds Due	4,192.83 Cr.	5,886.98 Cr.	10,079.81 Cr.
	SUB-TOTAL MISCELLANEOUS	3,243.45	4,632.47 Cr.	1,389.02 Cr.
	TOTAL EXPENDITURES	$ 9,923,127.18	$ 8,526,288.95	$18,449,416.13

RIGHT-OF-WAY REPORT

Right of way acquisition during the 1966-1968 biennium proceeded in pace with highway location and construction activities. The normal delays due to design change, difficult negotiation problems and crowded court calendars were encountered. While some of these delays made it necessary to postpone the scheduled letting of a project to contract, no federal aid funds were lost because of them.

Right of way acquisition and its cost for the last biennium are shown in the table below. The costs shown herein are direct payments and do not include administrative and court costs.

It was necessary to acquire 231 parcels of right of way by litigation. 54.5% of these parcels was acquired for Interstate projects; 36% was acquired for Primary projects; 7.8% was acquired for Secondary projects; and 1.7% was acquired for Emergency projects. The average cost per parcel of right of way acquired by litigation was $10,202.00 compared to the average cost of $2,711.48 per parcel of right of way acquired by negotiation.

It is interesting to note that the average cost of right of way parcels acquired by litigation during the 1966-68 biennium was 11% below the average cost of parcels acquired by litigation in the 1964-66 biennium; and that the average cost of right of ways parcels acquired by negotiation during the 1966-68 biennium was also 11% below the average cost of parcels acquired by negotiation in the previous biennium.

At the end of the 1966-68 biennium 260 parcels of right of way were in some stage of litigation. Although the State has secured physical possession of most of these parcels, court procedures require several months, and a number of projects were delayed due to condemnation procedures.

Less right of way was acquired in urban areas during the 1966-68 biennium than during the previous biennium. This situation is reflected in the greatly reduced amounts received from the sale of salvaged improvements acquired with the right of way. $19,586.00 were received for improvements sold and removed from the right of way. Purchasers of salvaged improvements are required to post a bond to ensure removal of the improvement from State owned land within a specified time limit.

The relocation assistance program to persons displaced by highway construction was expanded in the 1966-68 biennium to include payments for moving personal property. The State Highway Commission rendered assistance to 37 displaced persons in this period. Only 25 however were eligible to receive financial assistance. The average assistance payment to persons displaced from residential properties was $63.00 and from business properties the average assistance payment was $190.00. Legislation has been introduced in Congress which proposes increased assistance to persons displaced by highway contruction.

The Utilities Section of the Right of Way Division concluded 223 agreements with railroads and public utility companies for relocation of rail, telephone, electric power, and gas and oil pipelines. These relocations, because of highway construction, were accomplished at a total cost of $1,824,215.00. Poles and miscellaneous wire and hardware which could not be incorporated in the relocated line were turned over to the State Highway Commission. These items were sold for 6,174.00. The Bureau of Public Roads receives a pro-rata share of receipts from the sale of salvaged improvements and materials.

Training programs and accumulated experience made it possible to use staff appraisers to a greater extent than had been done previously. The consequent decrease in employment of fee appraisers resulted in a substantial saving. Appraisals and negotiation courses attended by right of way personnel have given increased flexibility to the Right of Way Division. An employee can be used as an appraiser on one project and subsequently as a negotiator on a different project. This flexibility also permits the temporary transfer of employees among Districts to maintain a balance between workload and employees.

In addition to appraisal and acquisition of rights of way this Division acquires materials sites, borrow and gravel, for both highway construction and maintenance.

The Right of Way Division is making available tracts of excess land suitable for development by the Recreation and Parks Division of the State Fish and Game Commission. This voluntary, cooperative program enables the development of unused public land by State and Federal funds for a greater public use.

R/W DIVISION

Right of way acquisition and its cost for the last biennium are shown in the table below. The costs shown herein are direct payments and do not include administrative and court costs.

System	No. of Parcels	Acres	Cost of R/W	Avg. Cost Per Parcel	Avg. Cost Per Acre	% of Pars.	% of Acres	% of Cost
Interstate	595	6,372	$3,007,542	$5,045	$ 471.97	40	69.1	52.5
Primary	399	1,198	1,613,617	4,044	1,347.35	27	12,9	28.2
Secondary	466	1,641	1,091,905	2,343	655.59	32	17.8	19.0
Emergency	16	13	19,403	1,212	1,416.27	1	00.2	00.3
Total	1,476	9,224	$5,732,467	$3,883	$ 621.46	100	100.0	100.0

ANALYSIS OF THE CITY CONSTRUCTION PROGRAM UNDER EX. H. B. 42 1967 SESSION

FOR PERIOD OF FISCAL YEAR, 1968

	Gas Tax Allocations for 7-1-67 to 6-30-68	Projects	Project Costs Programmed	Amount To Be Programmed
Alberton	$ 720.00			$ 720.00
Anaconda	18,720.00	Curbs and Sidewalks	$ 6,333.00	12,387.00
Bainville	1,080.00			1,080.00
Baker	6,345.00			6,345.00
Bearcreek	630.00			630.00
Belgrade	3,060.00			3,060.00
Belt	1,890.00			1,890.00
Big Sandy	2,520.00			2,520.00
Big Timber	4,815.00			4,815.00
Billings	114,165.00	City's Share of Curbs and Gutters	1,300.00	112,865.00
Boulder	3,285.00			3,285.00
Bozeman	29,655.00			29,655.00
Bridger	2,340.00			2,340.00
Broadus	1,845.00			1,845.00
Broadview	765.00			765.00
Brockton	900.00			900.00
Browning	3,735.00			3,735.00
Butte	50,895.00	Signal Material (V-9999); Hauling Gravel; Crushing and Stockpiling Gravel	49,500.00	1,395.00
Cascade	2,160.00			2,160.00
Chester	3,015.00			3,015.00
Chinook	5,580.00			5,580.00
Choteau	5,895.00			5,895.00
Circle	2,700.00	Shape and Apply Double Shot, Including Watering, Rolling and Prime Coat	1,600.00	1,100.00
Clyde Park	945.00			945.00
Columbia Falls	6,795.00			6,795.00
Columbus	4,320.00			4,320.00
Conrad	5,535.00	Purchase of Gravel	2,500.00	3,035.00
Culbertson	2,295.00			2,295.00
Cut Bank	9,090.00			9,090.00
Darby	1,305.00			1,305.00
Deer Lodge	10,755.00			10,755.00
Denton	1,800.00			1,800.00
Dillon	9,585.00			9,585.00
Dodson	1,260.00			1,260.00
Drummond	1,125.00			1,125.00
Dutton	1,485.00			1,485.00
East Helena	3,735.00			3,735.00
Ekalaka	2,115.00			2,115.00
Ennis	1,530.00			1,530.00
Eureka	2,925.00			2,925.00
Fairfield	2,295.00			2,295.00
Fairview	2,700.00			2,700.00
Flaxville	720.00			720.00
Forsyth	5,715.00	Purchase of Crushed Gravel Stockpiles	5,796.00	81.00 Cr.
Fort Benton	5,040.00			5,040.00
Froid	1,395.00	City's Share of Curbs and Gutters	2,150.00	755.00 Cr.
Fromberg	1,215.00			1,215.00
Geraldine	1,395.00			1,395.00
Glasgow	13,140.00			13,140.00
Glendive	13,230.00	City's Share of Curbs and Gutters	1,977.00	11,253.00
Grass Range	585.00			585.00
Great Falls	110,925.00	Seal Coat; Crush and Haul Gravel — Various Streets; Purchase Road Oil	80,419.50	30,505.50
Hamilton	6,930.00	Curbs, Gutters Constructed	2,144.00	4,786.00
Hardin	7,200.00	Purchase Roadway Material	6,640.00	560.00
Harlem	2,880.00			2,880.00
Harlowton	4,455.00	Purchase Aggregate Surfacing	4,455.00	—
Havre	20,250.00			20,250.00
Helena	50,085.00	Seal Coat; Neill Ave., Plant Mix Overlay	15,000.00	35,085.00
Hingham	1,080.00			1,080.00
Hobson	1,260.00			1,260.00
Hot Springs	1,935.00			1,935.00
Hysham	1,530.00			1,530.00
Ismay	450.00			450.00
Joliet	1,035.00			1,035.00
Jordan	2,070.00			2,070.00
Judith Gap	720.00			720.00
Kalispell	19,530.00			19,530.00
Kevin	1,395.00			1,395.00
Laurel	9,900.00	Lay Water Line, First Avenue	5,632.00	4,268.00
Lavina	900.00			900.00
Lewistown	16,605.00			16,605.00
Libby	6,300.00			6,300.00
Lima	1,350.00	Purchase Crushed Surfacing Material	1,200.00	150.00
Livingston	16,695.00			16,695.00
Lodge Grass	1,800.00			1,800.00
Malta	6,345.00			6,345.00
Manhattan	2,700.00			2,700.00

	Gas Tax Allocations for 7-1-67 to 6-30-68	Projects	Project Costs Programmed	Amount To Be Programmed
Medicine Lake	$ 1,395.00			$ 1,395.00
Melstone	1,080.00			1,080.00
Miles City	21,645.00	Blacktopping Dickinson Street	6,501.00	15,144.00
Missoula	60,030.00	City's Share, Curbs and Gutters, W. Broadway	3,152.00	1,080.00
Moore	1,080.00			1,080.00
Nashua	1,845.00			1,845.00
Neihart	1,260.00			1,260.00
Opheim	1,350.00			1,350.00
Outlook	675.00			675.00
Philipsburg	3,330.00			3,330.00
Plains	2,025.00			2,025.00
Plentywood	4,365.00			4,365.00
Plevna	900.00			900.00
Polson	7,920.00			7,920.00
Poplar	3,195.00			3,195.00
Red Lodge	5,805.00			5,805.00
Rexford	1,350.00			1,350.00
Richey	1,260.00			1,260.00
Ronan	3,870.00			3,870.00
Roundup	6,390.00	Purchase Road Oil	5,579.62	810.38
Ryegate	1,035.00			1,035.00
Saco	1,890.00			1,890.00
St. Ignatius	2,205.00			2,205.00
Scobey	4,500.00			4,500.00
Shelby	8,595.00	Purchase Road Oil	5,640.00	2,955.00
Sheridan	1,215.00			1,215.00
Sidney	10,485.00	Purchase Crushed Gravel	9,350.00	1,135.00
Stanford	1,665.00			1,665.00
Stevensville	2,385.00			2,385.00
Sunburst	2,160.00			2,160.00
Superior	3,060.00			3,060.00
Terry	4,185.00			4,185.00
Thompson Falls	3,645.00			3,645.00
Three Forks	4,185.00			4,185.00
Townsend	3,690.00			3,690.00
Troy	2,250.00			2,250.00
Twin Bridges	1,215.00			1,215.00
Valier	2,880.00			2,880.00
Virginia City	1,350.00			1,350.00
Walkerville	2,340.00			2,340.00
Westby	945.00			945.00
West Yellowstone	2,070.00			2,070.00
Whitefish	6,705.00			6,705.00
Whitehall	2,070.00			2,070.00
White Sulphur Springs	3,240.00			3,240.00
Wibaux	2,115.00			2,115.00
Winifred	990.00			990.00
Winnett	1,575.00			1,575.00
Wolf Point	7,515.00	Purchase Gravel	7,500.00	15.00
	$900,000.00		$224,369.12	$675,630.88

ANALYSIS OF THE COUNTY CONSTRUCTION PROGRAM UNDER EX. H. B. 42 1967 SESSION

FOR PERIOD OF FISCAL YEAR, 1968

Beaverhead	$ 12,600.00			$ 12,600.00
Big Horn	14,928.00	Purchase Gravel	$ 9,900.00	5,028.00
Blaine	16,308.00			16,308.00
Broadwater	4,824.00			4,824.00
Carbon	8,640.00			8,640.00
Carter	7,032.00			7,032.00
Cascade	22,620.00	Purchase Bridge Timbers	10,451.82	12,168.18
Chouteau	16,728.00			16,728.00
Custer	9,372.00			9,372.00
Daniels	6,012.00			6,012.00
Dawson	10,128.00			10,128.00
Deer Lodge	7,524.00			7,524.00
Fallon	5,616.00			5,616.00
Fergus	14,784.00			14,784.00
Flathead	25,980.00	Purchase Crushed Top Surfacing	25,150.00	830.00
Gallatin	14,676.00			14,676.00
Garfield	9,312.00			9,312.00

	Gas Tax Allocations for 7-1-67 to 6-30-68	Projects	Project Costs Programmed	Amount To Be Programmed
Glacier	$ 10,224.00	Purchase Road Oil	$ 10,680.00	$ 456.00 Cr.
Golden Valley	3,924.00	Purchase Culvert Material	528.33	3,395.67
Granite	4,404.00			4,404.00
Hill	18,828.00			18,828.00
Jefferson	5,748.00			5,748.00
Judith Basin	7,068.00	Emergency Snow Plowing	4,000.00	3,068.00
Lake	12,492.00	Purchase Road Oil	10,416.00	2,076.00
Lewis & Clark	12,288.00			12,288.00
Liberty	6,948.00			6,948.00
Lincoln	16,692.00	Purchase Crushed Surfacing Material	17,420.00	728.00 Cr.
Madison	8,388.00			8,388.00
McCone	11,880.00			11,880.00
Meagher	5,352.00			5,352.00
Mineral	4,824.00			4,824.00
Missoula	22,512.00	Purchase Road Oil	19,310.00	3,202.00
Musselshell	6,480.00			6,480.00
Park	10,116.00			10,116.00
Petroleum	4,236.00			4,236.00
Phillips	13,476.00	Purchase Guard Rail Material	1,512.34	11,963.66
Pondera	9,276.00	Purchase Crushed Surfacing Material	5,000.00	4,276.00
Powder River	8,352.00			8,352.00
Powell	6,468.00			6,468.00
Prairie	4,836.00			4,836.00
Ravalli	13,296.00	Purchase Road Oil	13,320.00	24.00 Cr.
Richland	10,536.00	Purchase Bridge Material and Planks	8,988.57	1,547.43
Roosevelt	11,352.00	Cities' Share Surfacing Material, Stockpiled	12,240.00	888.00 Cr.
Rosebud	13,320.00	Purchase Crushed Gravel	9,147.00	4,173.00
Sanders	11,496.00			11,496.00
Sheridan	9,276.00			9,276.00
Silver Bow	17,076.00	Purchase Pit Run Slag and Road Oil	12,014.00	5,062.00
Stillwater	8,736.00			8,736.00
Sweet Grass	5,100.00			5,100.00
Teton	10,728.00			10,728.00
Toole	9,408.00			9,408.00
Treasure	2,808.00			2,808.00
Valley	19,644.00			19,644.00
Wheatland	4,200.00			4,200.00
Wibaux	3,948.00			3,948.00
Yellowstone	27,180.00			27,180.00
	$600,000.00		$170,078.06	$429,921.94

PERSONNEL REPORT

During the early portion of the biennium, the Personnel Office concentrated on basic reorganization of records maintenance, interviewing, recruiting and management. Training-in-Service was incorporated into the Personnel Office and the functions of this area were expanded. Personnel has also been instrumental in coordinating employee and union relations and revising employee benefits. A revision of job descriptions and classifications was begun. However, this revision was suspended during the statewide Personnel Study conducted by a consulting firm.

An improved employee group health and life insurance plan became effective in February, 1968. This plan was chosen by the employees and based on bids of several different companies.

Primary objectives for the coming biennium are to install a revised classification system, including class specifications; to issue revised Personnel Policies and Procedures Manual; to improve the system of performance evaluation; to recruit more university graduates in all appropriate professional fields; and to design and implement a system of records keeping which will utilize electronic data processing equipment.

EQUIVALENT HOURLY RATES

Based on 2,080 Hours Per Year

Salary Grade	Rate Per Mo.	Rate Per Hour			
		Regular	One and One-Half	Double Time	Two and One-Half
13	$525.00	$3.03	$4.54	$6.06	$7,57
14	$541.00	$3.12	$4.68	$6.24	$7.80
15	$567.00	$3.27	$4.91	$6.54	$8.18
16	$592.00	$3.42	$5.12	$6.83	$8.54
17	$618.00	$3.57	$5.35	$7.13	$8.91
18	$644.00	$3.72	$5.57	$7.43	$9.29

TRAINING-IN-SERVICE REPORT

The following are brief summarizations of some specific activities:

EXAMS

G-Classification	Number Given	
G-15	184	Rodman, Draftsman III, Lab Tech III.
G-17	87	Detailer I, Lab Tech IV.
G-19	166	Instrumentman, Bridge Inspector; Div. Mat'ls Supr. I, Div. Off. Engr. I, Mat'l Supr.; Chemist I, Designer I; Detailer II.
G-21	145	Res. Engr. I; Div. Mat'l Supr. II, Designer II; Div. Off. Engr. II.
G-23	175	Res. Engr. II, Div. Off. Engr. III; Designer III; Testing Supervisor.

Total number of examinations given	757
Number examinations passed	350
Number examinations failed	407

VOLUNTARY NIGHT SCHOOLS

Number Held	Type of School	Completions
7	Basic Engineering	52
3	Advanced Engineering	22
1	Principles of Statistics	9
1	Refresher Shorthand	10

Total number of schools—6 locations	12
Total number of certificates awarded	93

ICS Enrollment During Period	30

UNIVERSITY GRADUATES HIRED

Civil Engineers	14
Construction Tech.	4
Other	10
Total	28

ENGINEER-IN-TRAINING PROGRAM

Current Engineers-in-Training	4
Number of Engineers Completing the Program	9

REGISTRATION

Number of Engineers Who became Registered	
December 1966	5
December 1967	9
Total Registered	14

SUMMER HIRE PROGRAM

Undergraduate Civil Engineers Employed	36
Construction Tech. Undergraduates Employed	6
Total	42

PERSONNEL AND SALARY SUMMARY

	SALARY RANGE			NUMBER IN GRADE		
	1966	1967	1968	1966	1967	1968
G-35	$1125-1345	$1159-1385	$1194-1427	1	1	1
G-34	1075-1285	1107-1324	1140-1363	0	2	5
G-33	1025-1225	1056-1262	1087-1300	1	2	2
G-32	980-1175	1009-1210	1040-1247	8	10	8
G-31	935-1125	963-1159	992-1194	0	0	0
G-30	895-1075	922-1107	950-1140	6	5	7
G-29	855-1025	881-1056	907-1087	1	2	2
G-28	815-980	839-1009	865-1040	19	19	20
G-27	780-935	803-963	828-992	0	0	0
G-26	745-895	767-922	790-950	35	40	38
G-25	715-855	736-881	759-907	0	0	0
G-24	685-815	706-839	727-865	11	8	11
G-23	655-780	675-803	695-828	45	56	67
G-22	625-745	644-767	663-790	0	0	0
G-21	600-715	618-736	637-759	143	130	139
G-20	575-685	592-706	610-727	5	19	19
G-19	550-655	567-675	583-695	274	262	266
G-18	525-625	541-644	557-663	147	152	153
G-17	500-600	515-618	530-637	180	213	223
G-16	480-575	494-592	509-610	30	58	53
G-15	460-550	474-567	488-583	399	372	360
G-14	440-525	453-541	467-557	243	212	171
G-13	420-500	433-515	446-530	347	358	377
G-12	400-480	412-494	424-509	50	42	44
G-11	385-460	397-474	408-488	112	102	138
G-10	370-440	381-453	393-467	30	34	27
G-9	355-420	366-433	377-446	0	0	0
G-8	340-400	350-412	361-424	30	43	48
G-7	325-385	335-397	345-408	0	0	0
G-6	310-370	319-381	329-393	33	27	41
G-5	295-355	304-366	313-377	0	0	0
			TOTAL	2150	2170	2220

BRIDGE REPORT

The Bridge Division was responsible for planning, designing and constructing bridges on the Interstate, Primary and Secondary Highway Systems. The designs were made and plans were prepared in the Helena office by a staff of forty. The following tabulation shows the number, length and cost of the various types of bridges:

Number and Type	Length	Amount
111 Precast Prestressed Concrete Beam Structures	22,290 Ft.	$10,552,024.77
13 Steel Girder Structures	7,468 Ft.	4,833,749.00
13 Cast-In-Place Concrete Structures	1,075 Ft.	598,036.79
4 Minor Structures (Less than 20′ in Length)	—	233,063.59
3 Structures Repaired and/or Revised	—	134,854.82
		$16,351,728.97

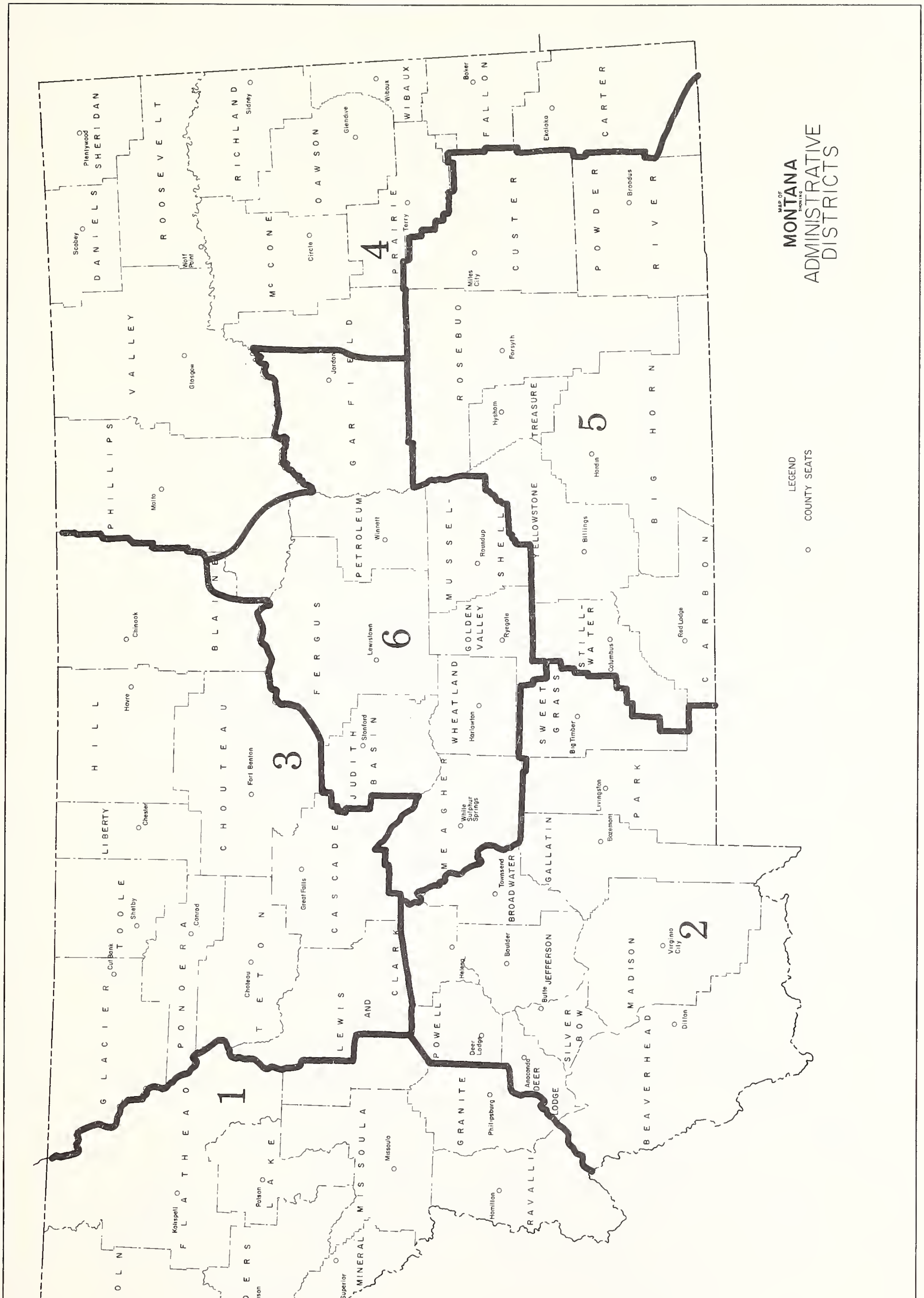
The largest contract for a single bridge was $1,518,248.38 for the bridge carrying the eastbound lanes of I 94 over the Yellowstone River near Glendive. The bridge over the Missouri River on Secondary Route No. 480 was second at $1,002,786.12. Other large structures under contract or completed are over the Yellowstone River near Rosebud, the Bitterroot River south of Missoula, the Big Hole River near Divide, the Jefferson River near Three Forks on I 90 and the Yellowstone River near Myers.

The Bridge Division assisted in the planning and processing of 18 projects for installation of automatic flashing light signal protection at railway-highway grade crossings. These projects will represent a total cost of approximately $240,000.00 and are as follows:

FG 2 (18)—Baker
I 15-3 (9) 174—2 Locations—Clancy
I 15-3 (5) 178—Montana City
I-IG 90-6 (3) 287—Manhattan
IG 90-8 (30) 447—Billings
I 94-1 (16) 14—Ballantine
SG 178 (7)—2 Locations—Moiese and Charlo
F 209(5)—Bozeman Hot Springs
FG 219 (30)—Missoula
FG 280 (1)—Butte
SG 294 (4)—Opportunity
SG 306 (7)—Ronan
SG 332 (7)—Nashua
SG 355 (6)—Joplin
S-SG 387 (2)—Sprole
SG 407 (4)—Alberton
SG 412 (5)—Montana City
SG 422 (3)—Huntley

ADVERTISING DEPARTMENT

This Department makes a regular biennial report to the Governor and the Legislative Assembly and it is being submitted under separate cover.

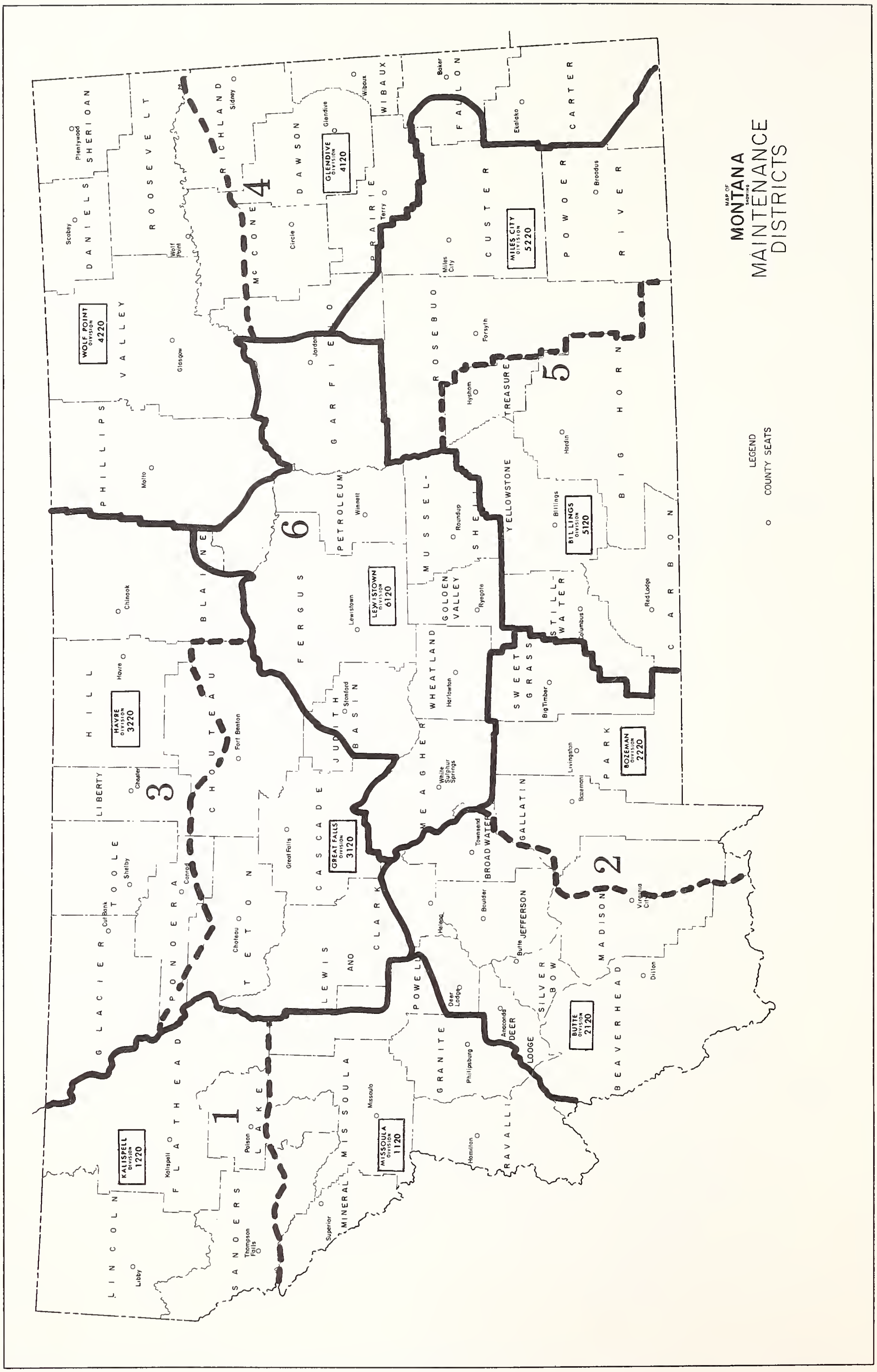


MAP OF MONTANA SHOWING ADMINISTRATIVE DISTRICTS

LEGEND

○ COUNTY SEATS

A

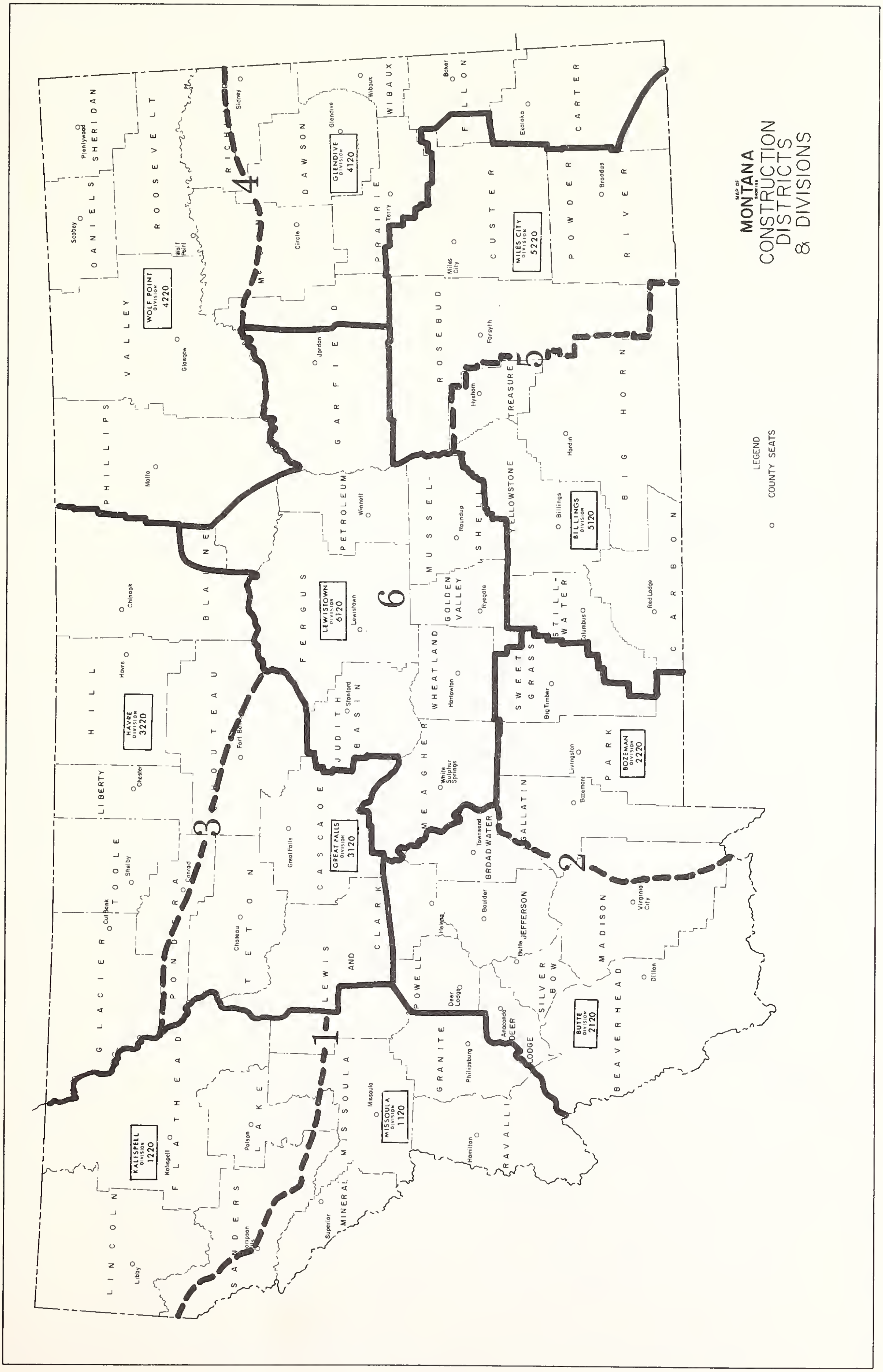


MAP OF MONTANA SHOWING MAINTENANCE DISTRICTS

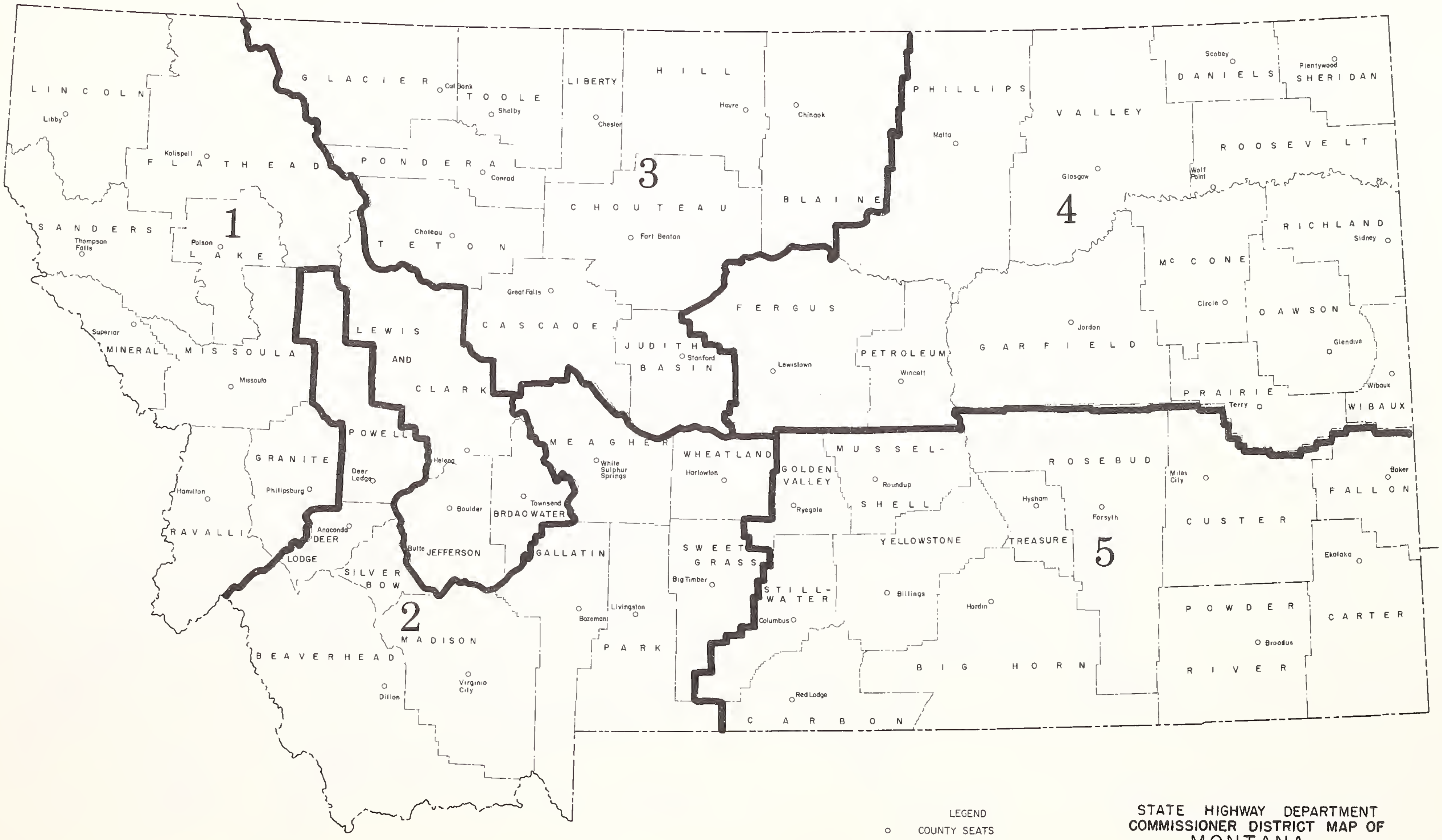
LEGEND

○ COUNTY SEATS

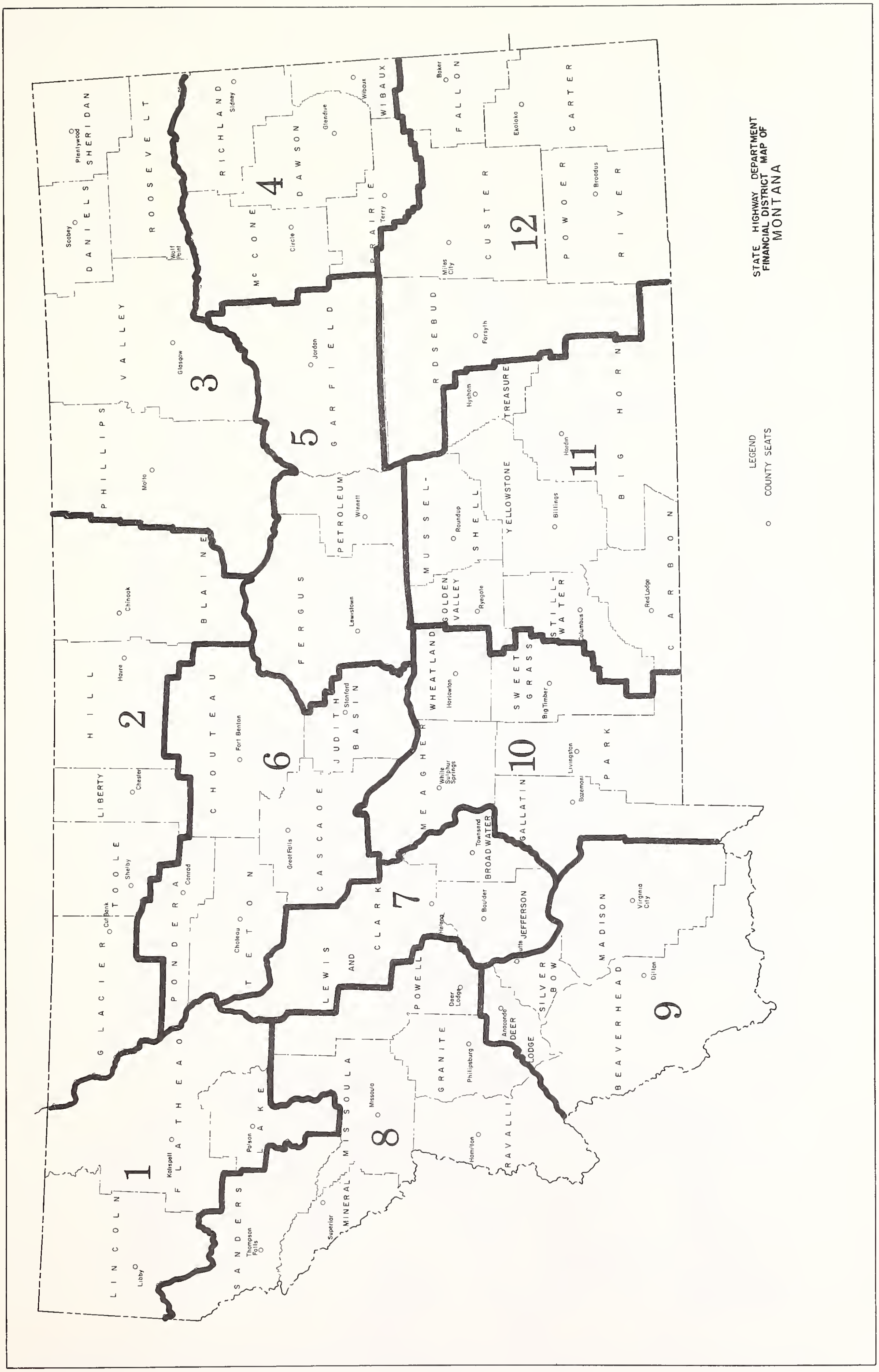
B


MAP OF
MONTANA
SHOWING
CONSTRUCTION
DISTRICTS
& DIVISIONS
LEGEND
○ COUNTY SEATS
KALISPELL DIVISION 1220
MISSOULA DIVISION 1120
BUTTE DIVISION 2120
BOZEMAN DIVISION 2220
GREAT FALLS DIVISION 3120
HAVRE DIVISION 3220
WOLF POINT DIVISION 4220
GLENDIVE DIVISION 4120
MILES CITY DIVISION 5220
BILLINGS DIVISION 5120
LEWISTOWN DIVISION 6120
1
2
3
4
5
6

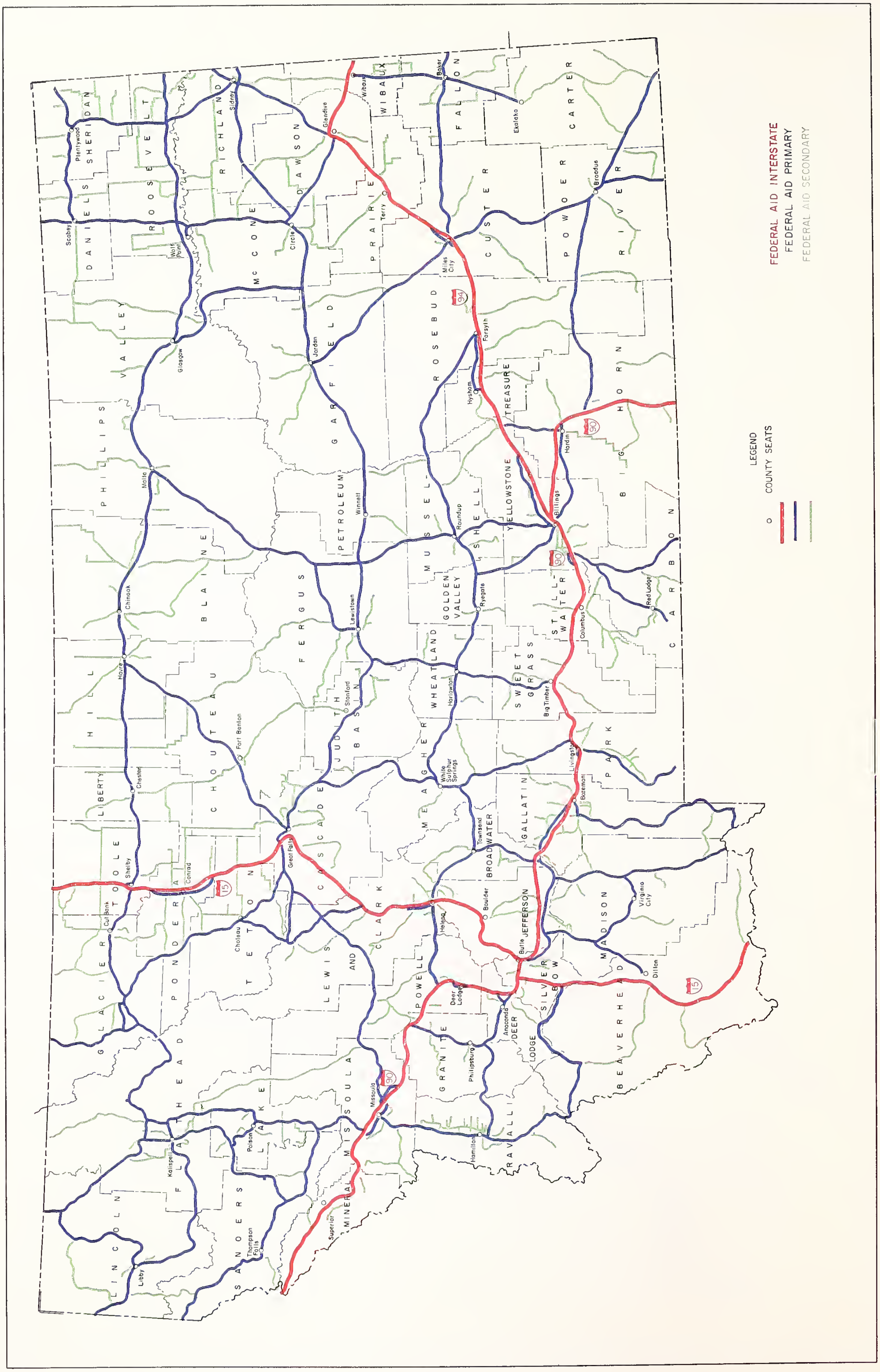
C



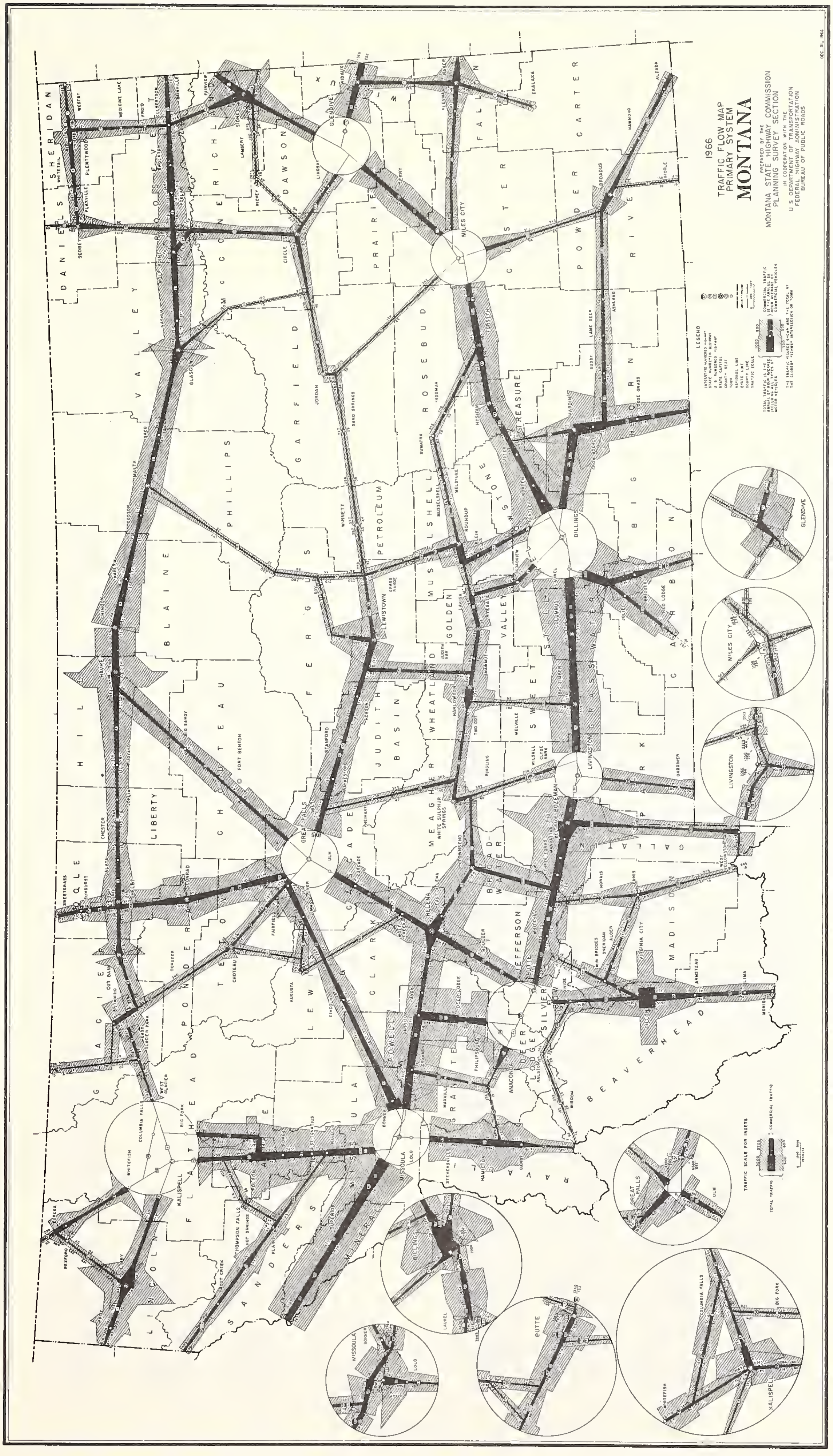
STATE HIGHWAY DEPARTMENT
COMMISSIONER DISTRICT MAP OF
MONTANA


STATE HIGHWAY DEPARTMENT
FINANCIAL DISTRICT MAP OF
MONTANA
LEGEND
○ COUNTY SEATS
1
2
3
4
5
6
7
8
9
10
11
12
LINCOLN
Libby
FLATHEAD
Kalispell
LAKE
Polson
SANDERS
Thompson Falls
MINERAL
Superior
MISSOULA
Missoula
RAVALLI
Hamilton
GLACIER
Cut Bank
TOOLE
Shelby
LIBERTY
Chester
HILL
Havre
BLAINE
Chinook
PHILLIPS
Malta
VALLEY
Glasgow
DANIELS
Scobey
SHERIDAN
Plentywood
ROOSEVELT
Wolf Point
RICHLAND
Sidney
McCONE
Circle
DAWSON
Glendive
WIBAUX
Wibaux
PRAIRIE
Terry
GARFIELD
Jordan
PETROLEUM
Winnett
FERGUS
Lewistown
JUDITH BASIN
Stanford
CHOUTEAU
Fort Benton
CASCADE
Great Falls
PONDERA
Conrad
TETON
Choteau
LEWIS AND CLARK
Helena
POWELL
Deer Lodge
GRANITE
Philipsburg
DEER LODGE
Anaconda
SILVER BOW
Butte
JEFFERSON
Boulder
BROADWATER
Townsend
MEAGHER
White Sulphur Springs
WHEATLAND
Harlowton
GOLDEN VALLEY
Ryegate
MUSSELSHELL
Roundup
SWEET GRASS
Big Timber
PARK
Livingston
GALLATIN
Bozeman
MADISON
Virginia City
BEAVERHEAD
Dillon
STILLWATER
Columbus
CARBON
Red Lodge
YELLOWSTONE
Billings
BIG HORN
Hardin
TREASURE
Hysham
ROSEBUD
Forsyth
CUSTER
Miles City
POWDER RIVER
Broadus
CARTER
Ekalaka
FALLON
Baker

E


LEGEND
COUNTY SEATS
FEDERAL AID INTERSTATE
FEDERAL AID PRIMARY
FEDERAL AID SECONDARY
94
90
15
DANIELS
SHERIDAN
ROOSEVELT
RICHLAND
DAWSON
WIBAUX
FALLON
CARTER
Mc CONE
PRAIRIE
CUSTER
POWDER RIVER
VALLEY
GARFIELD
ROSEBUD
PHILLIPS
PETROLEUM
MUSSELSHELL
TREASURE
BIG HORN
YELLOWSTONE
BLAINE
FERGUS
GOLDEN VALLEY
STILLWATER
CARBON
HILL
CHOUTEAU
WHEATLAND
SWEET GRASS
JUDITH BASIN
MEAGHER
PARK
LIBERTY
TOOLE
CASCADE
BROADWATER
GALLATIN
GLACIER
PONDERA
TETON
LEWIS AND CLARK
JEFFERSON
MADISON
POWELL
SILVER BOW
DEER LODGE
BEAVERHEAD
FLATHEAD
GRANITE
LAKE
MISSOULA
RAVALLI
MINERAL
SANDERS
LINCOLN
Plentywood
Scobey
Wolf Point
Sidney
Glendive
Wibaux
Baker
Ekalaka
Circle
Terry
Miles City
Broadus
Jordan
Glasgow
Malta
Forsyth
Hysham
Hardin
Winnett
Roundup
Billings
Chinook
Havre
Lewistown
Ryegate
Columbus
Red Lodge
Stanford
Harlowton
Big Timber
Fort Benton
Chester
White Sulphur Springs
Livingston
Bozeman
Townsend
Great Falls
Shelby
Conrad
Cut Bank
Choteau
Boulder
Helena
Virginia City
Butte
Dillon
Deer Lodge
Anaconda
Philipsburg
Missoula
Hamilton
Polson
Kalispell
Superior
Thompson Falls
Libby

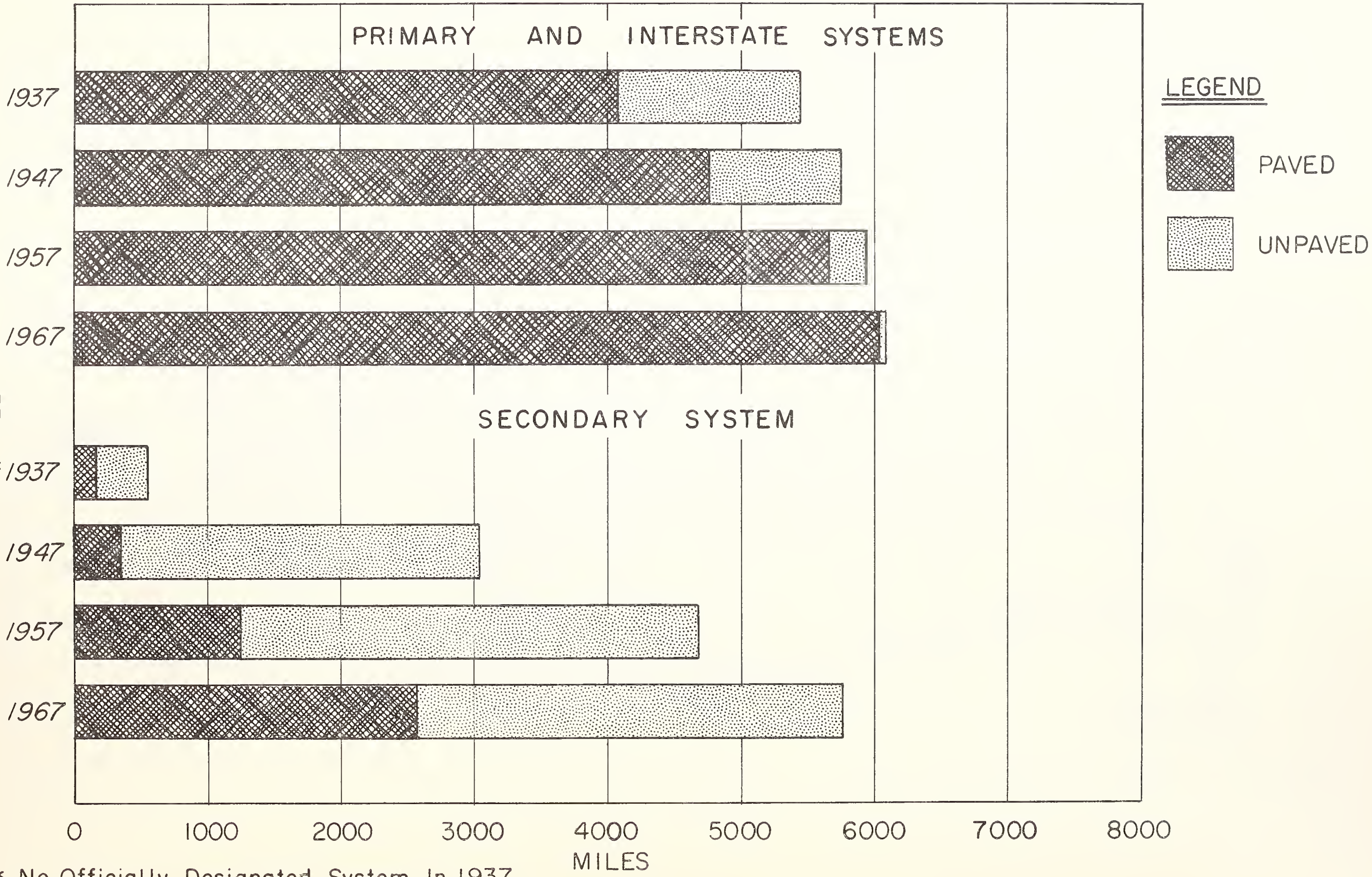
F


1966
TRAFFIC FLOW MAP
PRIMARY SYSTEM
MONTANA
PREPARED BY THE
MONTANA STATE HIGHWAY COMMISSION
PLANNING SURVEY SECTION
IN COOPERATION WITH THE
U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
DEC. 31, 1966
LEGEND
TRAFFIC SCALE FOR INSETS
TOTAL TRAFFIC
COMMERCIAL TRAFFIC
GLENDIVE
MILES CITY
LIVINGSTON
GREAT FALLS
BILLINGS
BUTTE
MISSOULA
KALISPELL

G

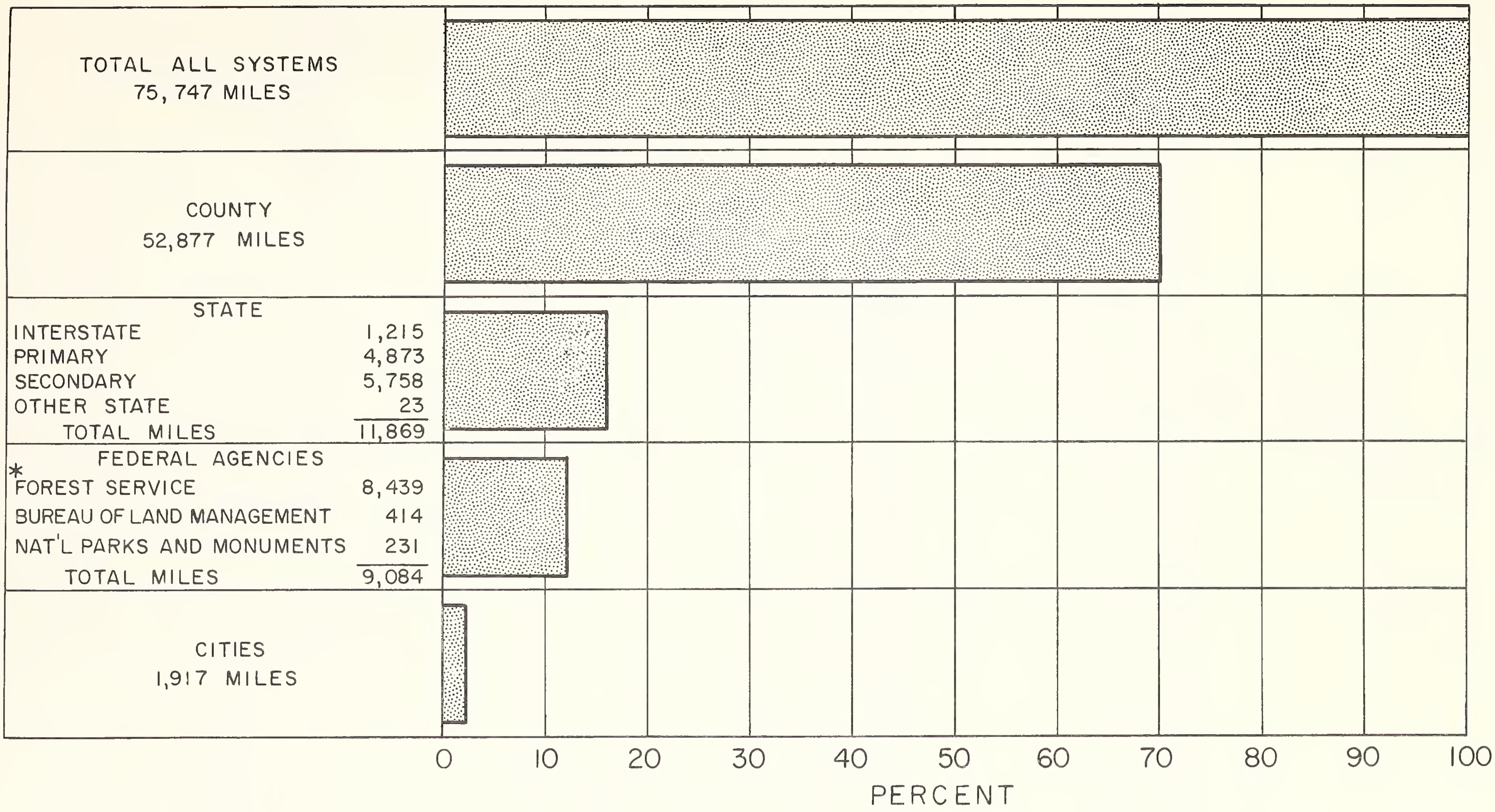
GROWTH OF MONTANA HIGHWAY SYSTEMS
1937 — 1967

H



* No Officially Designated System In 1937 —
(Constructed Mileage Off Primary System)

MONTANA ROAD AND STREET MILEAGE
BY SYSTEM
JANUARY 1, 1968

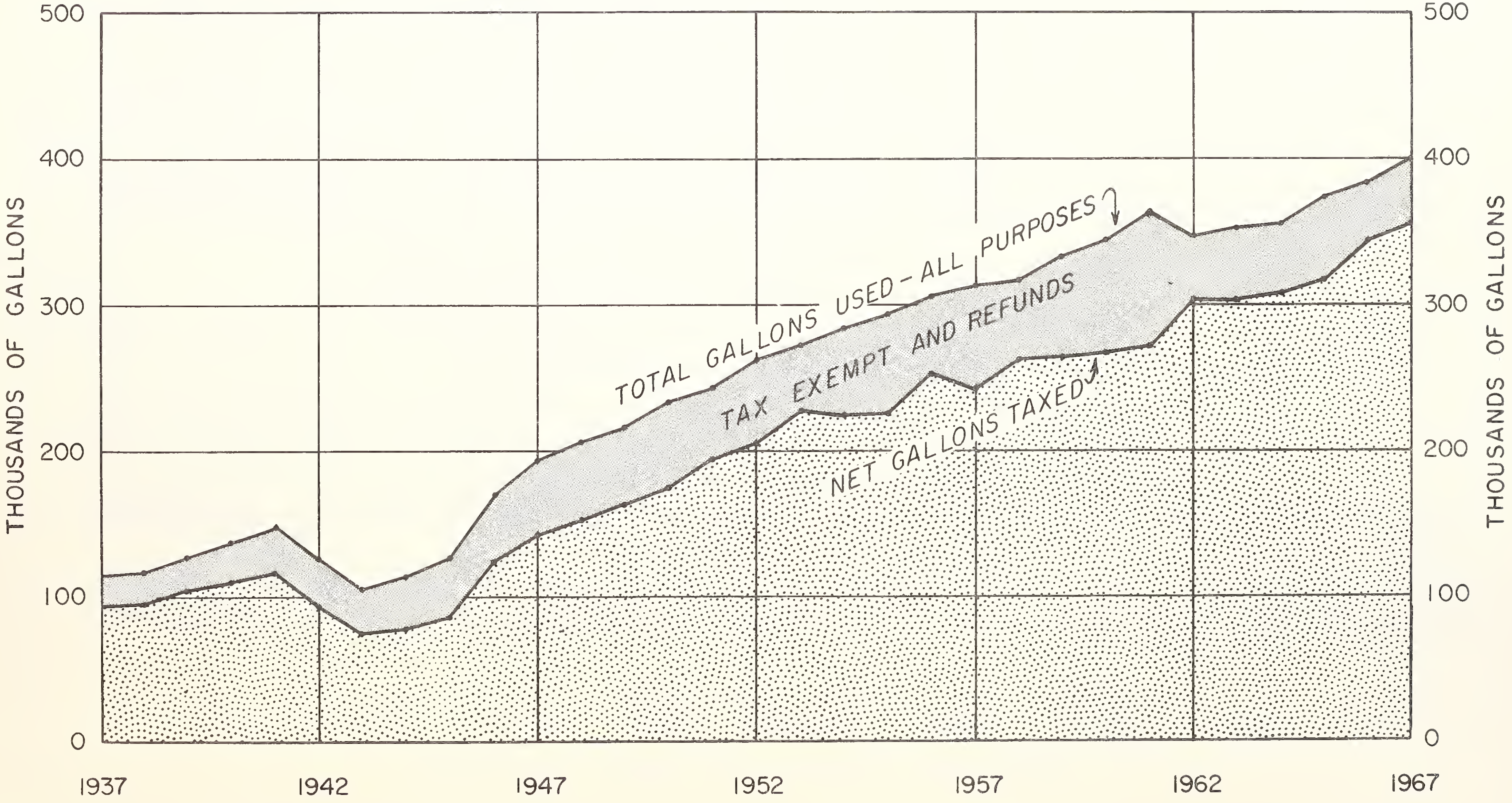


* AN ADDITIONAL 994 MILES OF FOREST HIGHWAYS ARE LOCATED ON STATE SYSTEMS

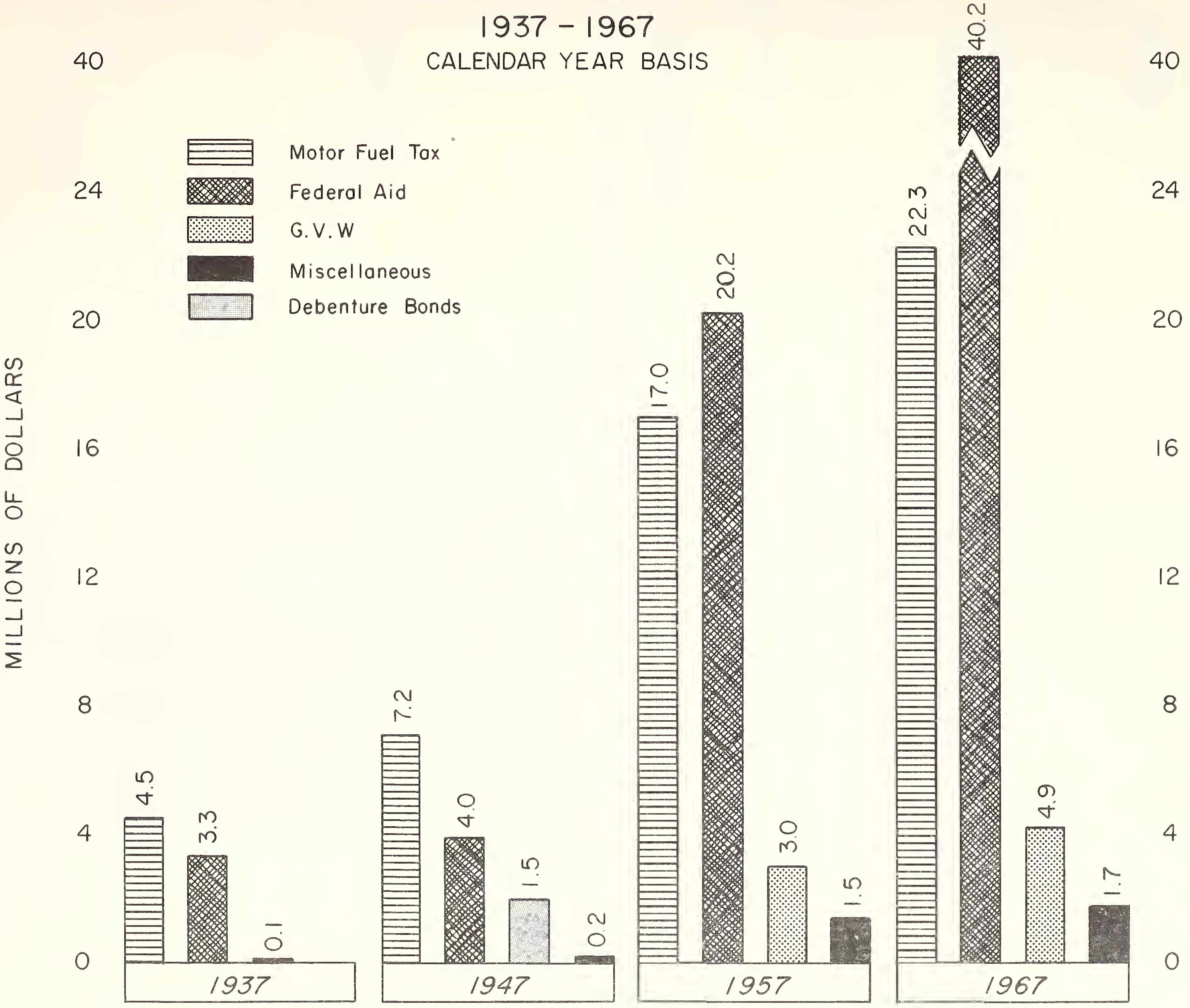
J

MONTANA MOTOR FUEL USAGE

1937 — 1967



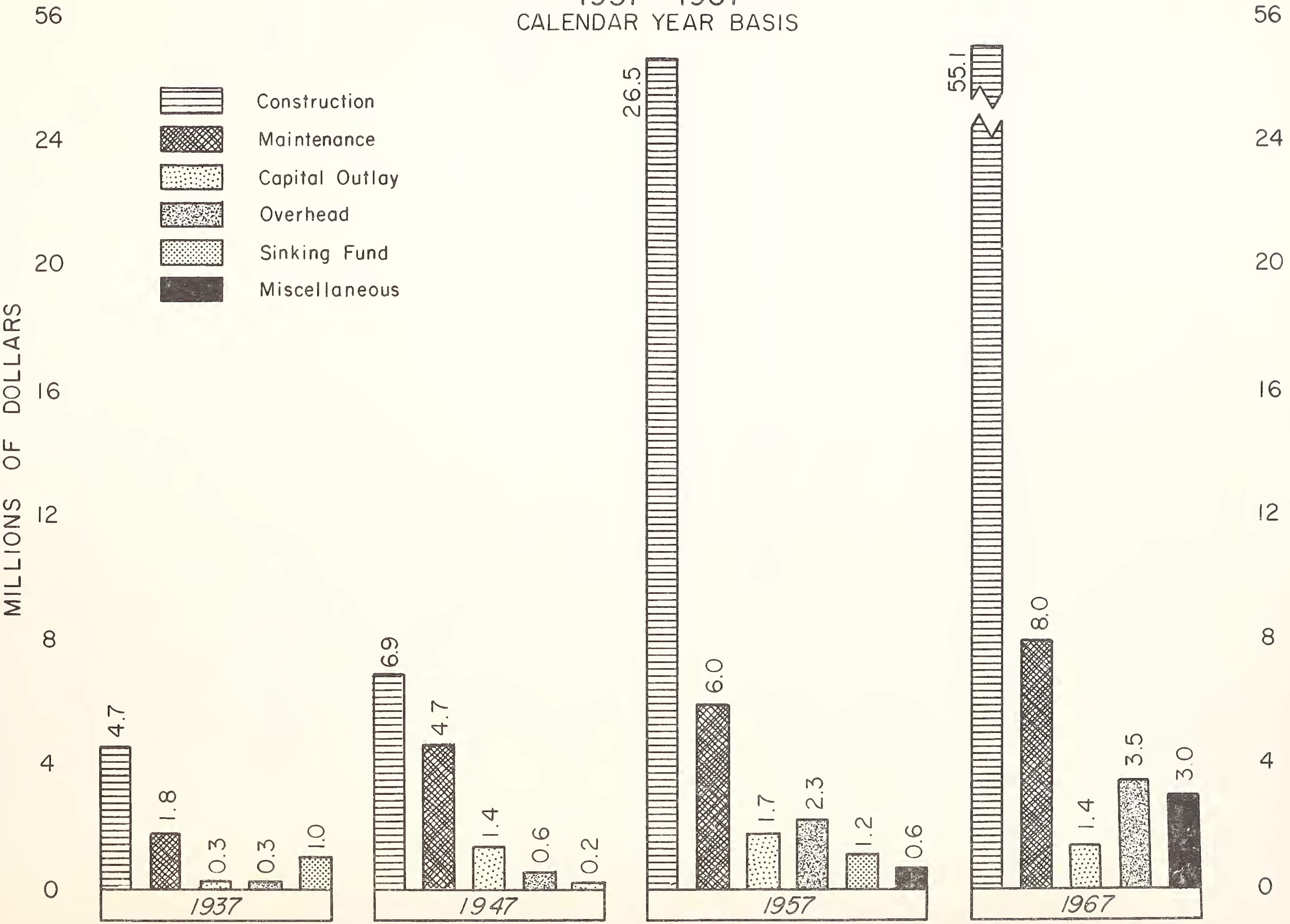
REVENUES TO MONTANA HIGHWAY FUND
1937 - 1967
CALENDAR YEAR BASIS



EXPENDITURES FROM MONTANA HIGHWAY FUND

1937 - 1967

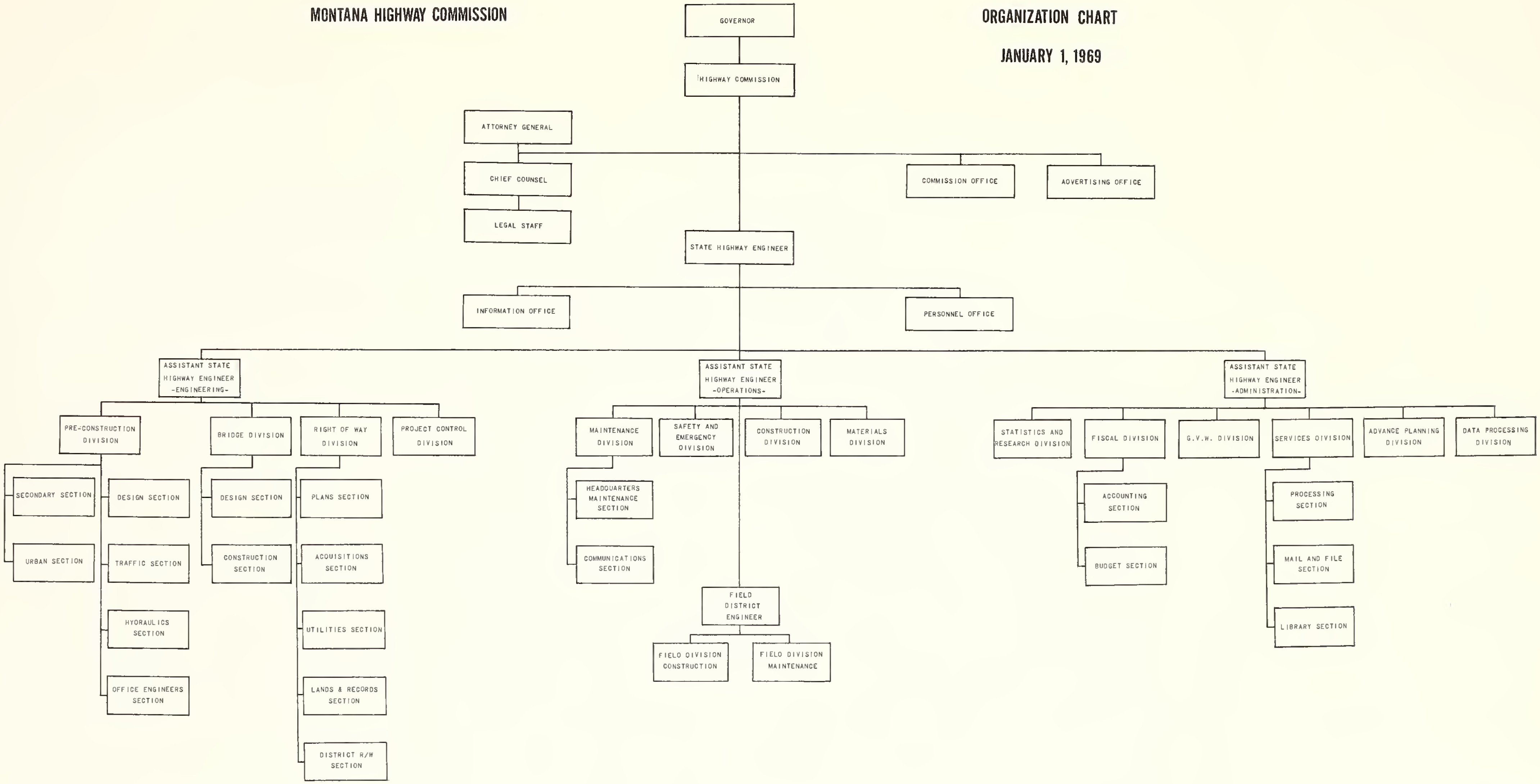
CALENDAR YEAR BASIS

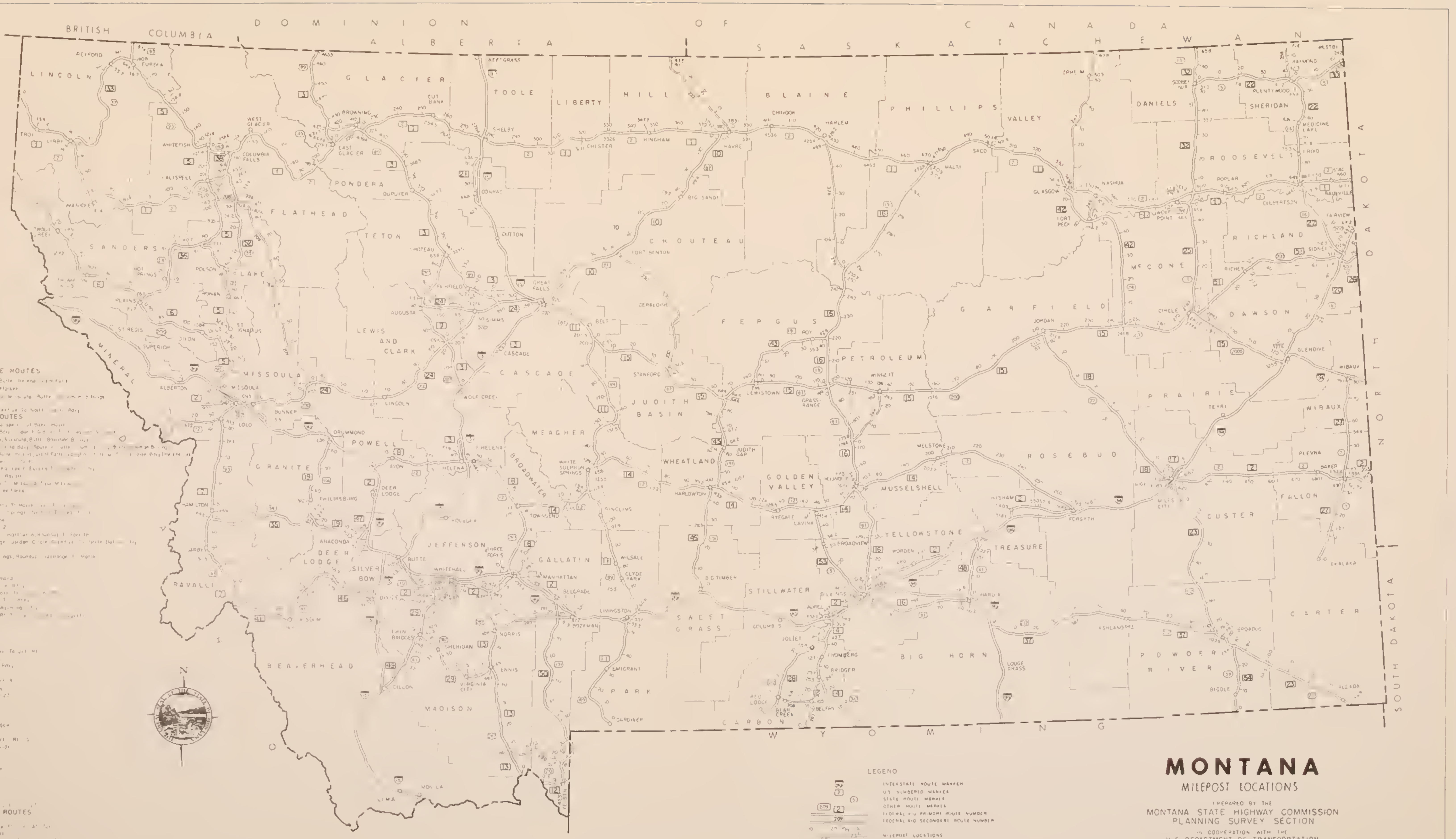


MONTANA HIGHWAY COMMISSION

ORGANIZATION CHART

JANUARY 1, 1969





ROUTE DESCRIPTION

FEDERAL AID INTERSTATE ROUTES

[illegible] Via [illegible] Butte Helena [illegible]
[illegible] Sweetgrass
[illegible] Via Superior Missoula Butte [illegible] Billings
[illegible]
[illegible]

FEDERAL AID PRIMARY ROUTES

[illegible] To North Dakota Bdry [illegible]
[illegible] Butte [illegible]
[illegible]
[illegible] Bridger [illegible]
[illegible]
[illegible] Mont State Line Via [illegible]
[illegible] Via Helena Townsend To Three Forks
[illegible] Via Augusta To Choteau
[illegible] Fort Benton Big Sandy To Havre [illegible]
Gardiner [illegible] White Sulphur Springs [illegible]
12 Idaho Mont Line To West [illegible]
13 Idaho Mont Line Via Ennis To FAP 2
14 [illegible] Via White Sulphur Springs [illegible] Roundup [illegible]
15 [illegible] Via Lewistown Grassrange Jordan Circle [illegible]
16 [illegible] Via [illegible] Roundup [illegible]
17 Miles City Via Terry To Glendive
18 Miles City [illegible]
[illegible] Philipsburg To Drummond
[illegible] To North Dakota [illegible]
[illegible] Sweetgrass [illegible]
22 [illegible] Plentywood Culbertson [illegible]
23 [illegible] Via [illegible] To Wyoming [illegible]
24 [illegible]
25 [illegible] Point
26 [illegible] To North Dakota Bdry
27 [illegible] Via Baker To Wibaux
28 Red Lodge To [illegible] Rt 4
29 Ennis Via Virginia City Twin Bridges To Jct [illegible]
30 Plentywood To North Dakota Bdry
[illegible]
[illegible]
[illegible]
[illegible] Springs
[illegible]
[illegible]
[illegible]
[illegible]
[illegible] Fort Peck To Glasgow
[illegible] To Jct Rt [illegible]
[illegible] To Jct Rt [illegible]
46 [illegible] Via [illegible]
47 [illegible] Anaconda
48 [illegible] To Custer
49 [illegible] To Twin Bridges [illegible] Dillon
[illegible] Bozeman
[illegible]
[illegible]
[illegible]
[illegible] Wyoming [illegible]

FEDERAL AID SECONDARY ROUTES

[illegible]
[illegible]
[illegible] To Winnett
[illegible]
[illegible]
[illegible] Canadian Bdry
[illegible] Jct Rt [illegible]
[illegible] FAS 219
[illegible] Rt 4
226 Rt [illegible]
[illegible]
397 [illegible] To Wyoming Bdry
[illegible] To Jct Rt 29
[illegible] To Idaho Bdry
499 Rt [illegible] To Rt 50 [illegible]

LEGEND

	INTERSTATE ROUTE MARKER
2	U S NUMBERED MARKER
5	STATE ROUTE MARKER
209	OTHER ROUTE MARKER
2	FEDERAL AID PRIMARY ROUTE NUMBER
209	FEDERAL AID SECONDARY ROUTE NUMBER
HAVRE	MILEPOST LOCATIONS

NOTE MILEPOSTS ON INTERSTATE SYSTEM ARE NOT SHOWN DUE TO INCOMPLETE INTERSTATE CONSTRUCTION AND MILEPOST LOCATIONS NOT ESTABLISHED

MONTANA

MILEPOST LOCATIONS

PREPARED BY THE
MONTANA STATE HIGHWAY COMMISSION
PLANNING SURVEY SECTION
IN COOPERATION WITH THE
U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

SCALE
10 0 5 10 20 MILES

OCTOBER 1969